
MOUNTAIN VIEW BICYCLE TRANSPORTATION PLAN

ADOPTED SEPTEMBER 16, 2003



**CITY OF MOUNTAIN VIEW
PUBLIC WORKS DEPARTMENT**

ACKNOWLEDGEMENTS

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EXECUTIVE SUMMARY

In 1992, the City Council adopted the Mountain View General Plan, which contained goals and policies to "make it easier and safer for people to travel by bicycle." It is the purpose of this Bicycle Transportation Plan to further these policies and goals by providing an overview of existing bikeways and bicycle support facilities as well as planned improvements.

The City of Mountain View Public Works Department, in concert with the Mountain View Bicycle/Pedestrian Advisory Committee, developed the Mountain View Bicycle Transportation Plan. This plan was also developed to work within the guidelines of applicable local and regional plans as well as with Caltrans Bicycle Transportation Unit guidelines.

Each chapter in the plan describes a different facet of the bikeway network. Chapter 1 gives an overview of the goal of the plan as well as how it conforms to existing policies and development plans. Chapter 2 describes the land use in Mountain View and the existing bikeway network. Chapter 3 describes planned improvements to the bikeway network, including planned projects and projects currently underway. Chapter 4 details bicycle support facilities such as bike parking and locker room facilities. Finally, Chapter 5 describes educational, enforcement and promotional programs in Mountain View.

Together, these elements present a comprehensive overview of the entire bikeway system. This plan will also serve as a guide for the development of the planned improvements described within.

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CHAPTER 1: INTRODUCTION

Overview

In 1992, the Mountain View General Plan was adopted by the City Council. This plan contained a bicycle element that established general goals and policies relating to the development of Mountain View's bikeway network. To address the need for a comprehensive policy document to plan all cycling related projects, the Transportation and Policy Division of the Public Works Department was charged with the responsibility to create the Mountain View Bicycle Transportation Plan. This plan addresses the current condition of the bikeway system, planned improvements, bicycle parking and support facilities as well as education, promotion and enforcement efforts.

Goal of the Bike Plan

Cycling offers residents a number of benefits, including improved health, reduced air pollution and reduced traffic congestion. These benefits, combined with Mountain View's generally flat terrain and mild year-round climate, make cycling a truly viable commute alternative and an enjoyable recreational activity. Because of this, the Mountain View Bicycle Transportation Plan was developed with one primary goal in mind:

To provide a safe and efficient bicycle network that improves access, eliminates barriers to bicycle travel, encourages automobile trip reduction and promotes cycling as a recreational activity as well as a commute alternative.

Conformance with Existing Plans

Several existing planning documents address topics related to cycling within the City of Mountain View. This plan was developed in conformance with each.

1992 Mountain View General Plan

The General Plan was adopted by the City Council to provide a long-range planning document for development within the City. The General Plan contains policies on creating a bicycle system, providing bicycle parking and allowing bicycles on public transportation. These policies, as well as many of the specific action items in the General Plan, have been implemented or are supported by this plan.

Santa Clara Valley Transportation Authority (VTA) County-wide Bicycle Plan

The VTA County-wide Bike Plan is a 20-year plan to integrate bicycle transportation into the total transportation system.¹ The VTA designed this as a regional plan, allowing local jurisdictions to develop plans that accommodate the needs of their communities. Mountain View's plan has been developed within VTA guidelines.

Metropolitan Transportation Commission (MTC) Regional Bicycle Plan

The MTC Bike Plan is also regional in focus and concentrates on broader policies and programs, deferring the development of local bike plans to each city and county within the Bay Area.² Again, Mountain View's plan has been developed to work in concert with this regional plan.

Santa Clara County Trails Master Plan

The objective of the Trails Master Plan is to develop a countywide system of trails designed to connect each city to open space, parks and to one another. This plan identified two trail routes in the City of Mountain View: a portion of the Bay Trail and the Stevens Creek Trail. The Bay Trail and the Stevens Creek Trail have been constructed in accordance with this plan. If constructed, the final segment of Stevens Creek Trail will also be built according to the Trails Master Plan guidelines.

¹ VTA, *Santa Clara Countywide Bicycle Plan*

² MTC, *Regional Bicycle Plan*

Streets and Highways Code Section 891.2

This code establishes criteria for the development of local bicycle plans and is administered by the Caltrans Bicycle Transportation Unit (BTU). This plan has been developed to meet all of the requirements of the code. A list of the required criteria, as defined by the BTU is included as Appendix A.

Community Involvement

To solicit public input, this plan was developed in concert with the Bicycle/Pedestrian Advisory Committee (B/PAC), a group of five Council-appointed individuals who live or work in Mountain View. The B/PAC reviewed and commented on the plan in March 2003 and approved it at their May 2003 meeting. Following the B/PAC's approval, the City Council Transportation Committee (CTC) reviewed and approved the plan in August 2003 and the City Council subsequently adopted a resolution approving the plan on September 16, 2003. A copy of the resolution is included in Appendix B.

Prior to each public meeting, City staff posted notices at City facilities, placed ads in local papers and made the plan available to the public at City Hall and the Mountain View Public Library. Copies were also mailed to individuals upon request. Public notices were sent to adjacent cities, the Santa Clara Valley Transportation Authority, local bike shops and cycling organizations. Prior to the City Council meeting, public notices were posted along Stevens Creek Trail, a Class I bike path.

Plan Updates

To remain in conformance with local, regional and State guidelines, the Mountain View Bicycle Transportation Plan will be updated every three years to include the most current information about the bikeway system and proposed improvements. However, more frequent updates may be necessary if regulations change or if directed by the Mountain View City Council.

CHAPTER 2: CURRENT CONDITIONS

Land Use In Mountain View

The City of Mountain View is located in the northern portion of Santa Clara County in the San Francisco Bay Area. The City is approximately 12 square miles in size with a population of about 70,708.¹ There is a wide diversity of land uses within the City, ranging from large commercial/industrial areas to the north and east and housing of varying densities to the south and west. The Zoning/Land-Use Map, Figure 1, shows these areas.

Existing Bikeway Network

According to 2000 Census data, approximately 2.9 percent of Mountain View residents commute by bicycle. To accommodate the needs of the bicycle commuters and those of casual bicycle riders, the City of Mountain View has developed over 40 miles of bikeways in the past 25 years at a combined cost of approximately \$20 million.

While all non-freeway roads are legally accessible to cyclists, the City has established a network of bikeways appropriate for cyclists of varying skill levels. The bikeway network in Mountain View connects neighborhoods with employment centers, shopping areas and public facilities, such as parks and community buildings. There are also connections to the neighboring Cities of Palo Alto, Sunnyvale and Los Altos. Figure 2 shows the existing bikeway system in Mountain View.

Bikeway Classifications

There are currently three bikeway classifications in the City of Mountain View, all meeting the design guidelines of the VTA *Bicycle Technical Guidelines* for on-street bicycle facilities and the Caltrans *Highway Design Manual*, Chapter 1000 for multi-use trails.

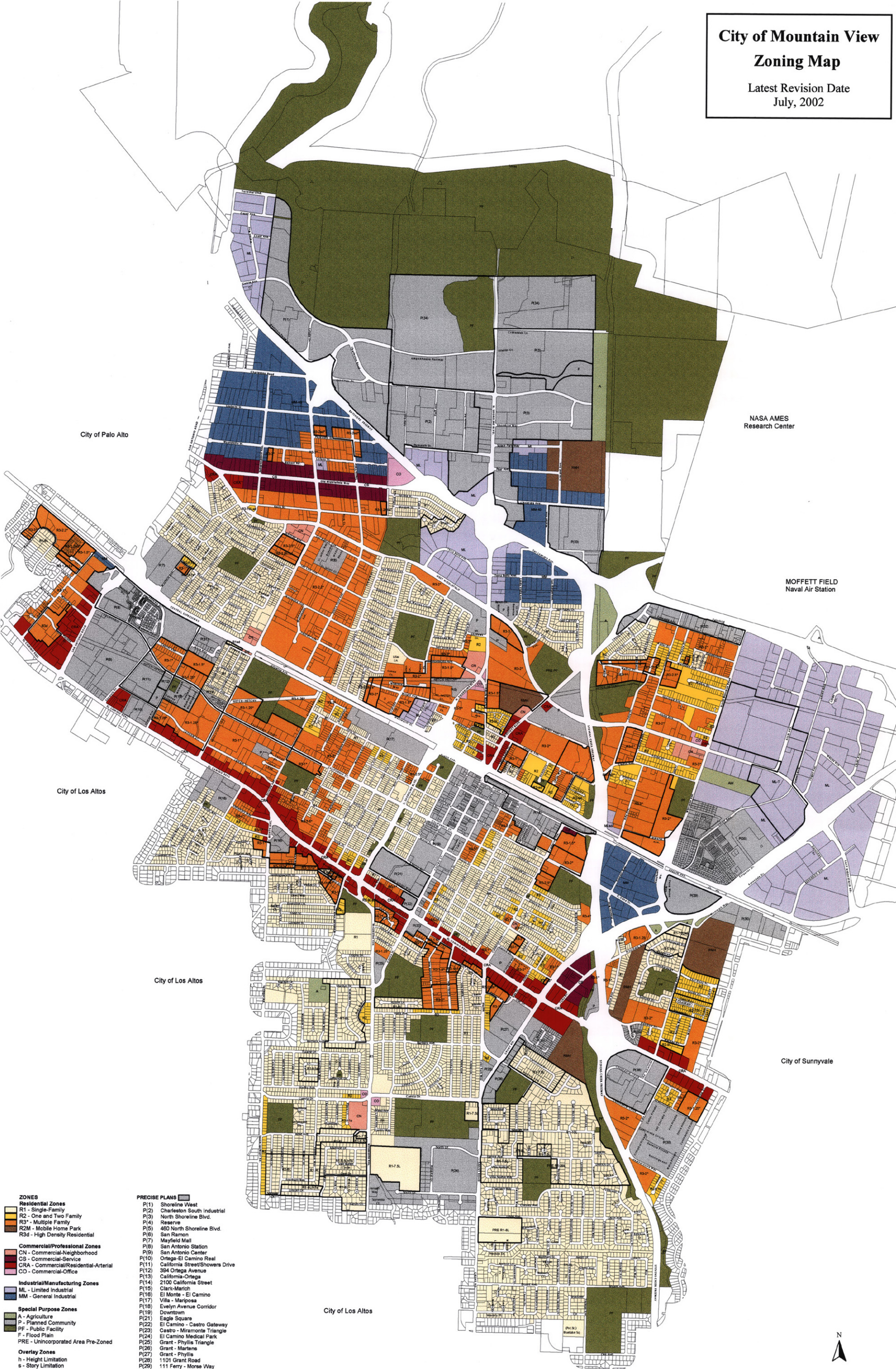
¹ Census Bureau, 2000 Census

Figure 1: Zoning/Land-Use Map

See Map on Next Page

City of Mountain View
Zoning Map

Latest Revision Date
July, 2002



- ZONES**
- Residential Zones**
- R1 - Single-Family
 - R2 - One and Two Family
 - R3 - Multiple Family
 - R2M - Mobile Home Park
 - R3d - High Density Residential
- Commercial/Professional Zones**
- CN - Commercial-Neighborhood
 - CS - Commercial-Service
 - CRA - Commercial/Residential-Arterial
 - CO - Commercial-Office
- Industrial/Manufacturing Zones**
- ML - Limited Industrial
 - MM - General Industrial
- Special Purpose Zones**
- A - Agriculture
 - P - Planned Community
 - PF - Public Facility
 - F - Flood Plain
 - PRE - Unincorporated Area Pre-Zoned
- Overlay Zones**
- h - Height Limitation
 - s - Story Limitation
 - sd - Special Design
 - W - Williamson Act
 - T - Transit Oriented
 - L - Minimum Lot Size Requirement

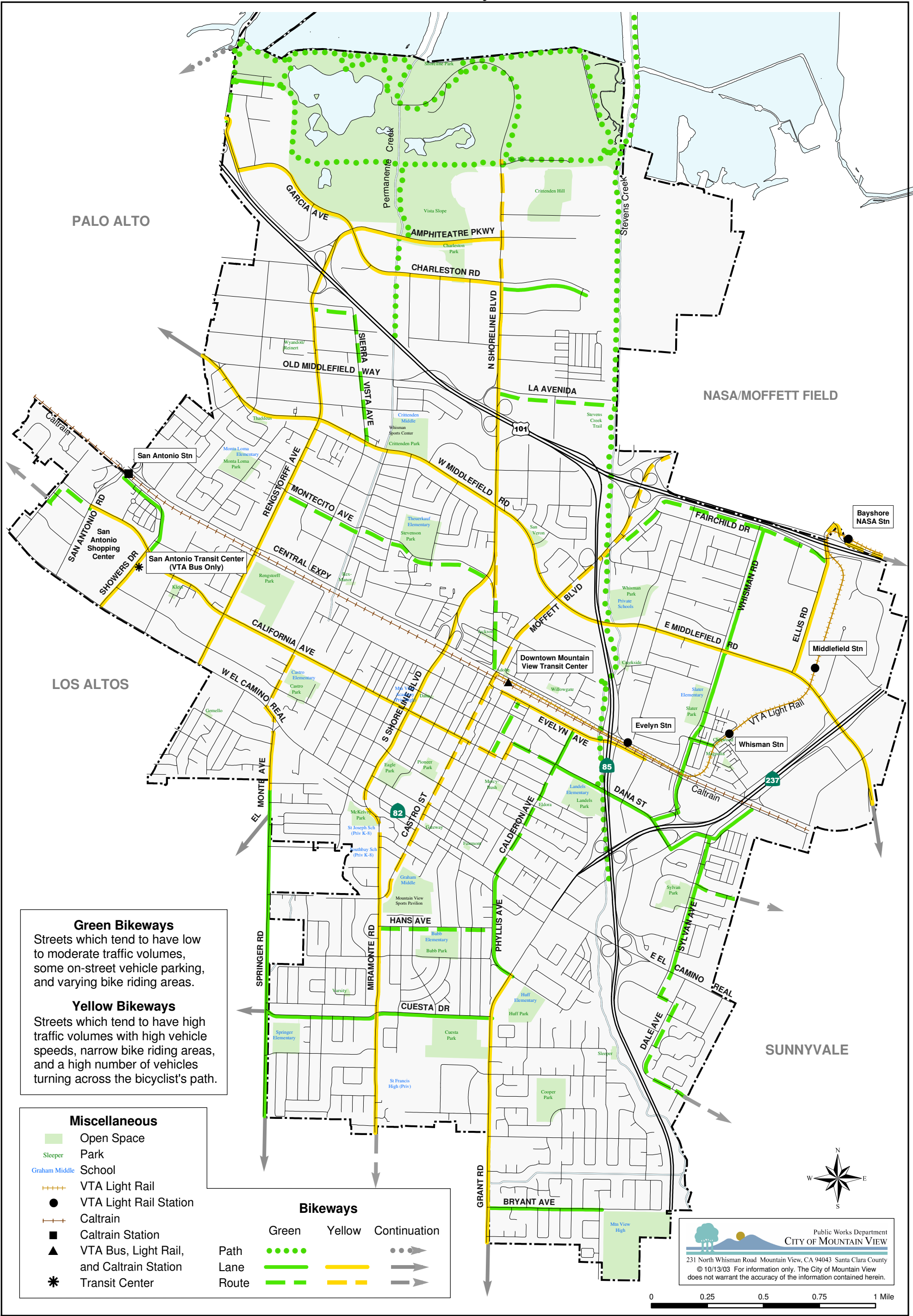
- PRECISE PLANS**
- P(1) Shoreline West
 - P(2) Charleston South Industrial
 - P(3) North Shoreline Blvd.
 - P(4) Reserve
 - P(5) 400 North Shoreline Blvd.
 - P(6) San Ramon
 - P(7) Mayfield Mall
 - P(8) San Antonio Station
 - P(9) San Antonio Center
 - P(10) Ortega-El Camino Real
 - P(11) California Street/Showers Drive
 - P(12) 394 Ortega Avenue
 - P(13) California-Ortega
 - P(14) 2100 California Street
 - P(15) Clara-Marion
 - P(16) El Monte - El Camino
 - P(17) Villa - Mariposa
 - P(18) Evelyn Avenue Corridor
 - P(19) Downtown
 - P(21) Eagle Square
 - P(22) El Camino - Castro Gateway
 - P(23) Castro - Miramonte Triangle
 - P(24) El Camino Medical Park
 - P(25) Grant - Phyllis Triangle
 - P(26) Grant - Martens
 - P(27) Grant - Phyllis
 - P(28) 1101 Grant Road
 - P(29) 1111 Ferry - Morse Way
 - P(30) Sylvan - Dale
 - P(31) Mora - Ortega
 - P(32) Evandale Area
 - P(33) La Avenida South
 - P(34) North Bayshore
 - P(35) Whisman Station
 - P(36) Americana Center



Figure 2: Bikeway Map

See Map on Next Page

City of Mountain View
Bikeways



Class I: Bike Path

Bike paths provide a completely separate right of way for the exclusive use of bicycles and pedestrians with minimal roadway crossings. They are an important component of Mountain View's bicycle network as they provide a safe environment for younger or less experienced cyclists who do not want to ride alongside traffic or do not want to travel at a fast pace. However, more experienced riders may find high-speed travel difficult due to the volume of casual users.

Existing Class I bike paths in Mountain View include the Stevens Creek Trail, Permanente Creek Trail and a portion of the Bay Trail through Shoreline Regional Park. These paths are easily identified on the bikeways map.

Figure 3: Class I Bike Path – Stevens Creek Trail



Class II: Bike Lane

Bike lanes provide a striped travel lane for one-way bike travel on a street or highway. The bicycle lane is designed for the exclusive use of cyclists with certain exceptions. For instance, right-turning vehicles must merge into the lane before turning, and pedestrians can use the bike lane when there is no adjacent sidewalk. Bike lanes in Mountain View have been designed according to the VTA's *Bicycle Technical Guidelines*, which follow all applicable local, State and Federal requirements. The bikeway map identifies these lanes.

Figure 4: Class II Bike Lane on Dana Street



Class III: Shared Roadway or Bicycle Route

The shared roadway, also called a bicycle route, is where the travel lane is wide enough or the traffic volume is low enough to support both cyclists and motor vehicles.

Although some wide streets with high volumes of traffic could be designated as bike routes, official bike routes are typically on low-volume streets. Again, these bike routes are identified on the bikeway map.

Figure 5: Class III Bike Route on Calderon Avenue



Multi-Modal Access

The bikeway network also connects to the extensive regional public transportation system. Santa Clara Valley Transportation Authority (VTA) bus, light rail and Caltrain commuter rail stops are linked to the bikeway network, including the Downtown Transit Center, a multi-modal transit hub providing shuttle bus, VTA bus, light rail and Caltrain commuter rail services. This and other larger transit stops are indicated on the bikeway map.

All light rail cars and buses serving Mountain View are equipped with bike racks and Caltrain commuter rail dedicates at least one car per train for cyclists and their bikes. Cyclists using the public transit system can access amenities within Mountain View, surrounding cities, airports and intercity Amtrak rail stations.

Figure 6: Downtown Mountain View Transit Center



Traffic Signals

Many City owned traffic signals on collector and arterial streets are equipped to detect bicycles through the use of specially calibrated loop detectors. Loop detectors are wire circuits placed in the roadway just before a traffic signal, which feed information about the presence of vehicles to the traffic signal controller. At intersections without bike lanes, loop detectors are often marked with a bicycle symbol to indicate placement of bicycles to trigger the signal. Loop detectors and the pavement markings are placed in the far right travel lane and left-hand turn lanes. Signal timing at these intersections have not been adjusted as loop detectors cannot distinguish between motor vehicles and bicycles.

At intersections with bike lanes, a separate loop detector is placed in the bike lane. In this case, signal timing has been adjusted to allow additional time for cyclists to cross the intersection, when the separate bicycle loop is triggered.

Both loop detectors and pavement markings are installed according to Caltrans standards. Appendix C shows the pavement marking detail and a photo of its placement on a City street. Signal timing policies follow accepted traffic engineering standards as Caltrans has not established signal timing criteria.

State and County Bicycle Facilities

There are two major roadways, operated by other agencies, which traverse the City and allow bicycles: Central Expressway, operated by Santa Clara County, and El Camino Real, operated by Caltrans. On Central Expressway, cyclists must ride as close to the right-hand edge of the roadway as practicable, while on El Camino Real, Caltrans encourages cyclists to ride in the right hand vehicle lane. Neither roadway has bike lanes and loop detectors might not be set to detect bicycles.

CHAPTER 3: PROPOSED BIKEWAY IMPROVEMENTS

Because most of the land in Mountain View is fully developed, there are limited opportunities to provide new bikeways. However, existing portions of the bikeway system can be improved or extended. Several path extensions are planned or underway and other improvements to the bikeway system have been identified to improve access to various portions of the community.

There are also numerous barriers to bicycle travel in the City, such as U.S. 101 and Highway 237, and some proposed projects will eliminate these barriers. The City is also supportive of projects, in neighboring communities, which improve access to Mountain View's bikeway system by eliminating similar barriers.

All projects identified by this plan take place within the City of Mountain View and have been developed in accordance with the goal outlined in Chapter 1. Future updates will include current information about project status and may identify additional improvements to the bikeway system. The development of these projects may lead to a 1 percent to 2 percent increase to the total number of cyclists within the City as the improvements will increase access to employers as well as to schools, residential, recreational and shopping areas. A map of all projects is included in Figure 7.

Proposed Project Implementation

Implementation Criteria

To develop the list of possible projects, the City analyzed the deficiencies in the current bicycle network, City Council priorities and Bicycle/Pedestrian Advisory Committee proposals. Staff then developed criteria to narrow the list of prospective projects. These criteria are listed on the following page. To prioritize the projects described in this chapter, each criterion has been given a 20-point value, with a total of 100 points possible for all criteria.

- Safety: Does the project directly or indirectly improve cyclist safety?
- Community Support: Does the community support this project?
- Cost: Does the benefit of the project outweigh the costs?
- Connectivity: Will the project connect underserved portions of the community with the bikeway network? Will the project connect the bikeway network to centers of activity or other jurisdictions? Does the project eliminate a gap in the bikeway network?
- Commute Trips: Will the project increase the number of bicycle commute trips?

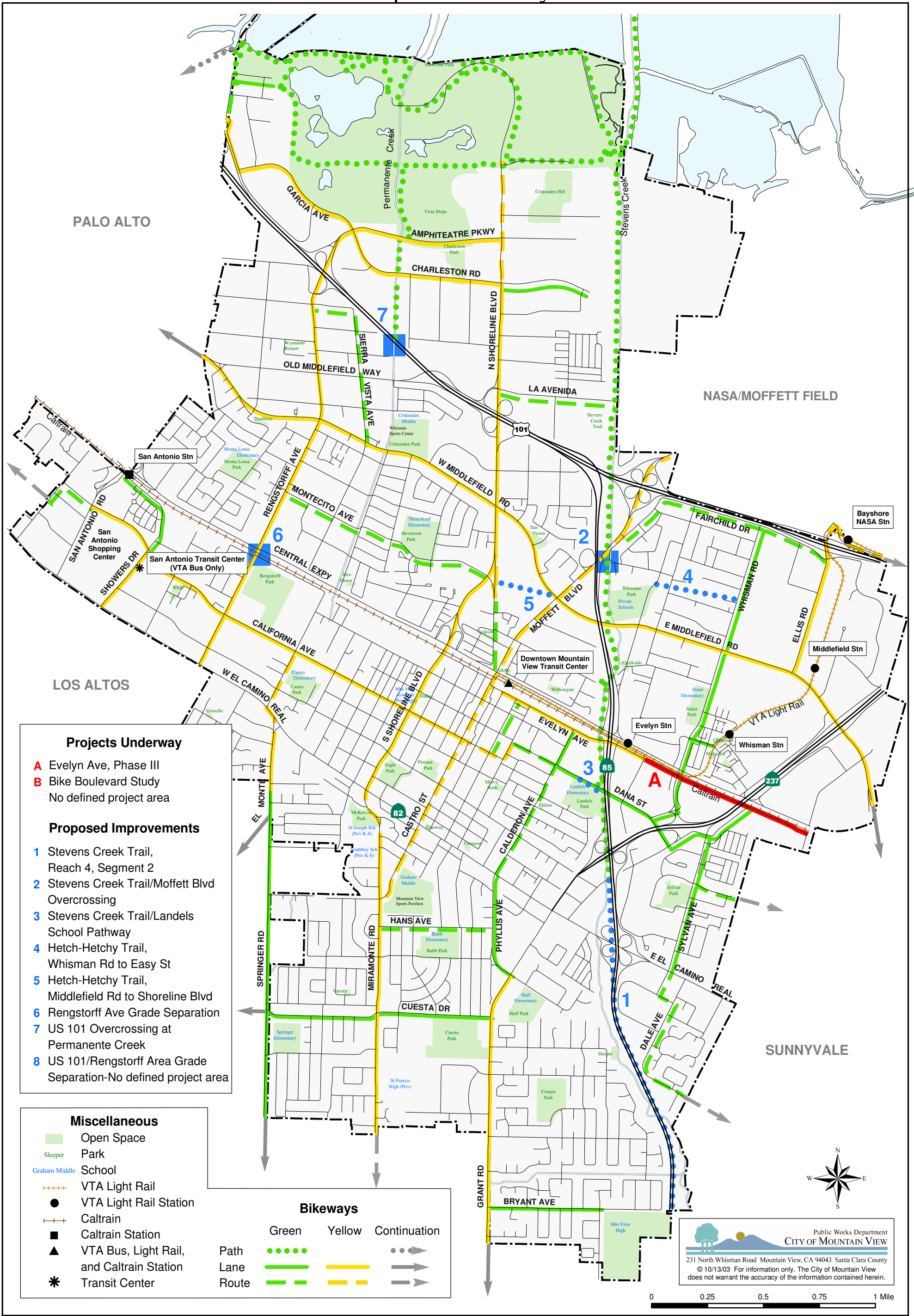
Proposed Project Funding

Each project has been or will be incorporated into the Capital Improvement Program budget. However, most projects cannot be fully funded with limited City discretionary revenues. To advance these projects, the City must actively pursue grant opportunities at the regional, State and Federal level.

Figure 7: Proposed Bikeway Map

See Map on Next Page

City of Mountain View
Proposed Bikeways



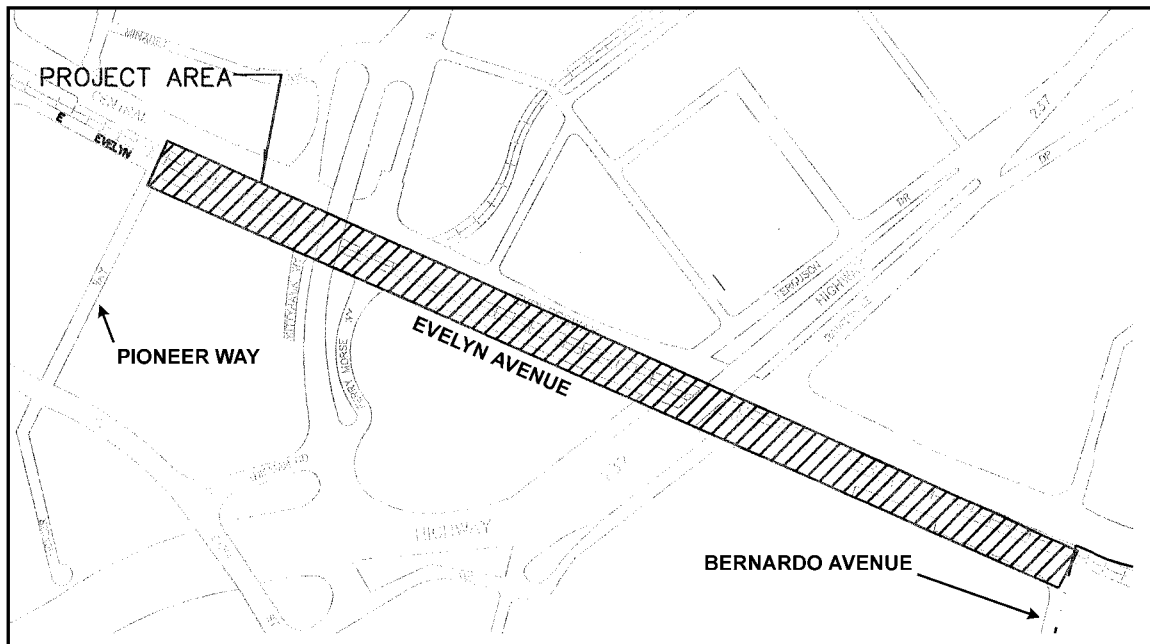
Projects Underway

Evelyn Avenue, Phase III

Overview: This project will complete the improvements of Evelyn Avenue in Mountain View, which consists of widening a two-lane roadway to a four-lane roadway with bike lanes on both sides. The project is approximately 0.8 mile in length and will run from Pioneer Way to the City limits at Bernardo Avenue.

Cost: \$6 million (fully funded)

Time Line: Construction will begin in summer 2003 and should be complete in spring 2004.



Bicycle Boulevards Study

Overview: This project will conduct an extensive study of selected City streets for the possible inclusion of a bicycle boulevard leading to a network of bicycle boulevards throughout Mountain View. The project would focus on providing access to areas in Mountain View and to surrounding communities. The City Council referred this study to the B/PAC in March 2003. Limited staff support will be provided to develop a work plan and to compile the Committee's analysis of the data.

Cost: There is no direct cost associated with the study. Construction costs for any resultant projects are unknown.

Proposed Improvements

These projects have been identified as possible improvements to the bikeway system. Each project has been ranked according to criteria established in the implementation section discussed at the beginning of this chapter.

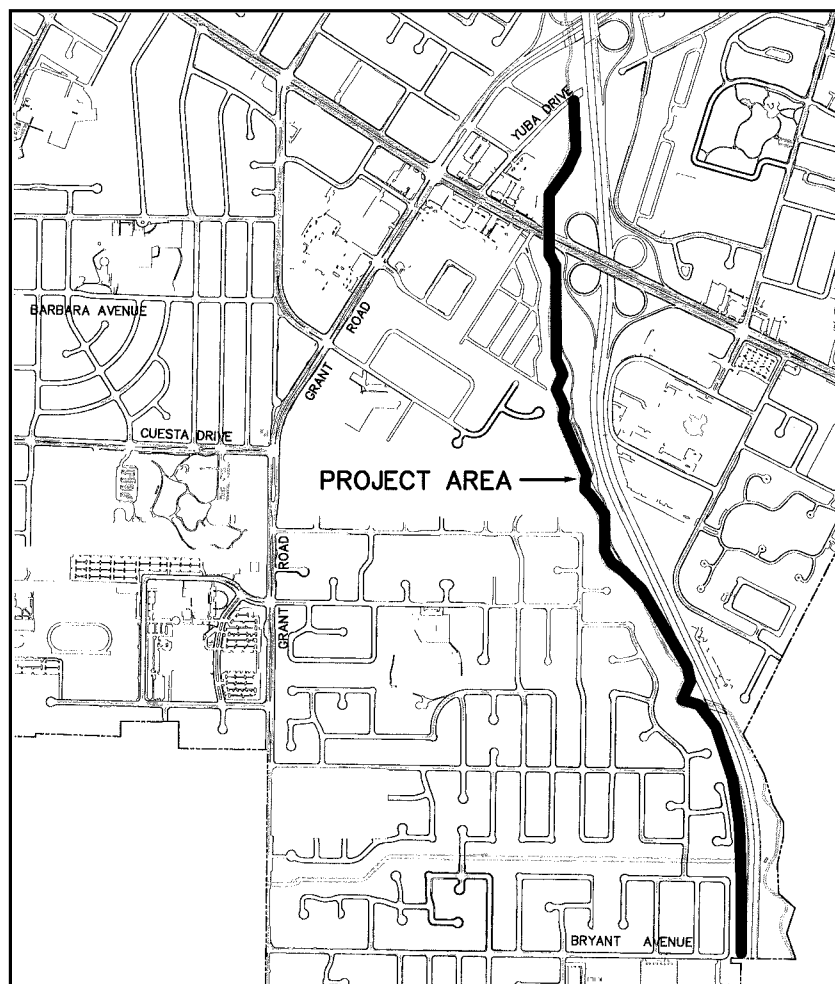
Stevens Creek Trail, Reach 4, Segment 2

Overview: This proposed trail segment would run from Yuba Drive, the southern end point of the existing trail, to Mountain View High School. This project is currently undergoing environmental review and design work has yet to begin. The exact cost and alignment of the trail will not be determined until the conclusion of the environmental process.

Cost: \$20 million (estimated)

Time Line: A project time line has not been established. Future action is pending environmental review.

Rank: 1



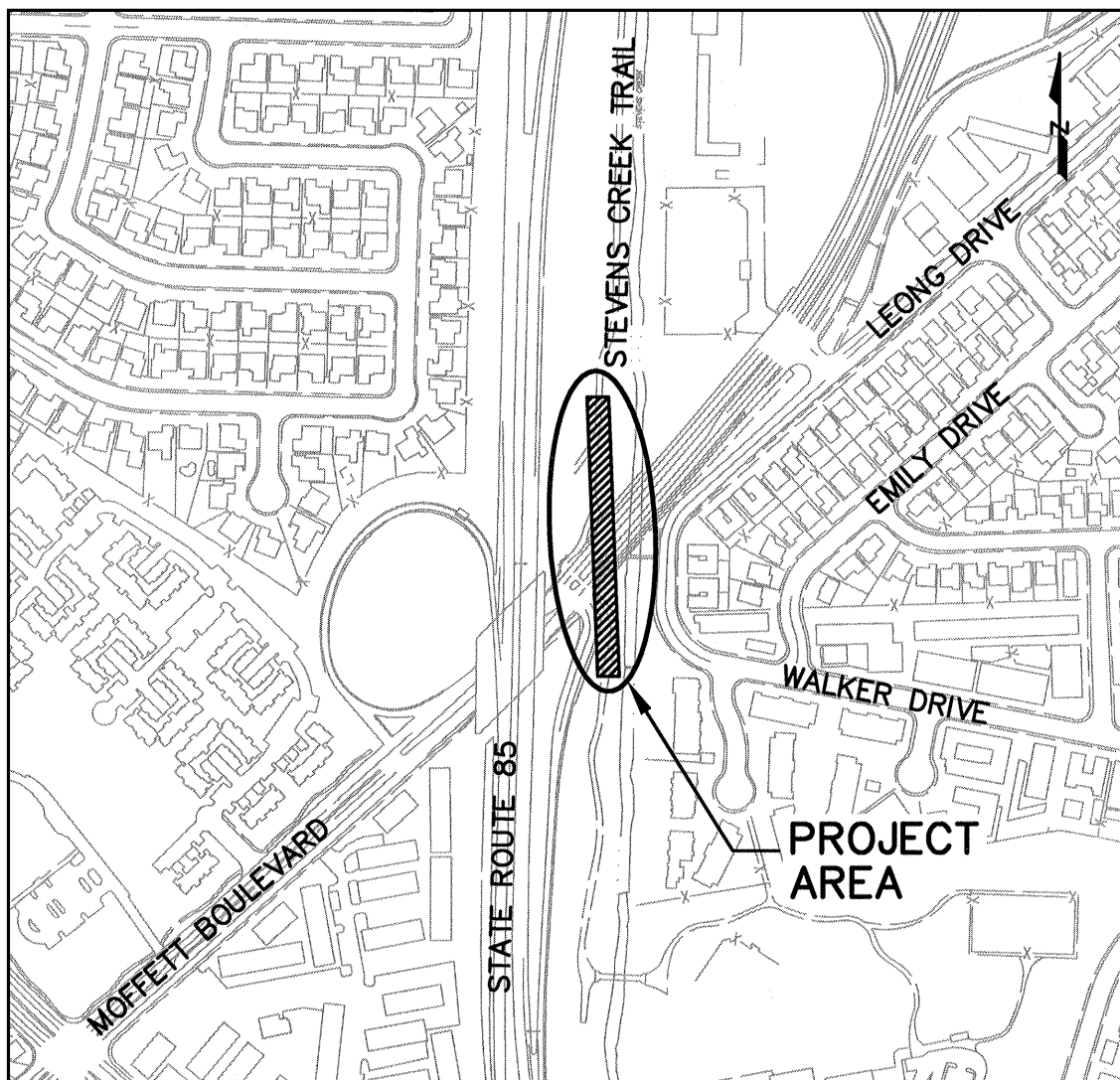
Stevens Creek Trail/Moffett Boulevard Overcrossing

Overview: An at-grade crossing currently exists at Stevens Creek Trail and Moffett Boulevard. Cyclists and pedestrians cross the intersection as vehicles exiting Route 85 make right-hand turns onto Moffett Boulevard. The proposed overcrossing will provide an alternative to the at-grade crossing, reducing the conflicts between cyclists and motor vehicles. The existing at-grade crossing will remain to provide pedestrians and cyclists on Moffett Boulevard convenient access to Stevens Creek Trail.

Cost: \$2 million to \$5 million (estimated)

Time Line: A feasibility study has been completed. However, this project is not funded and a project time line has not been established.

Rank: 2



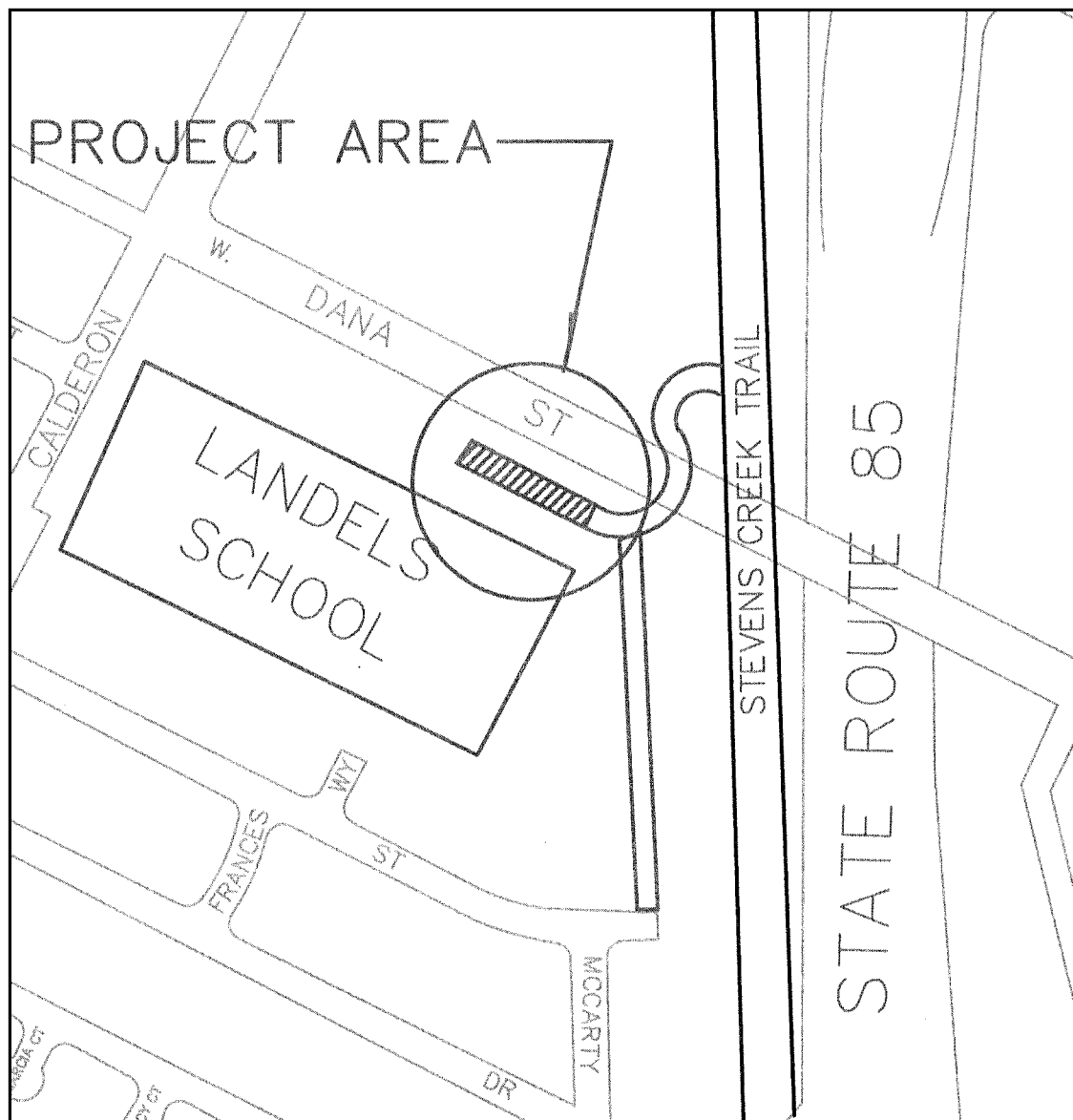
Stevens Creek Trail/Landels School Pathway

Overview: This project would widen the existing pathway between the Landels School parking lot and Stevens Creek Trail to improve access as well as cyclist and pedestrian safety.

Cost: \$100,000 to \$150,000 (estimated)

Time Line: As this project is not funded, a project time line has not been established.

Rank: 3



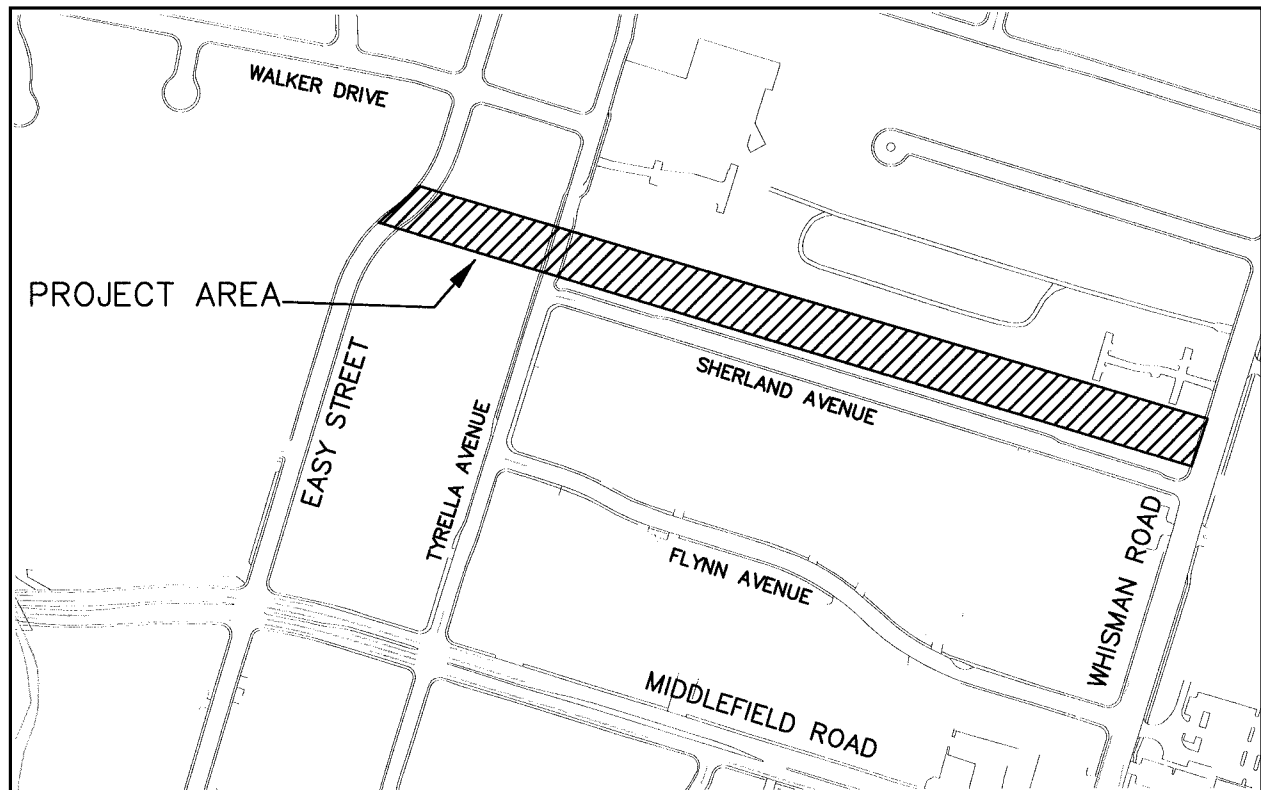
Hetch-Hetchy Trail Between Easy Street and Whisman Road

Overview: This trail segment will run from North Whisman Road to Easy Street, connecting the surrounding neighborhoods and business developments to the Stevens Creek Trail and the Middlefield Road Light Rail Station. As this trail segment would be built on lands owned by the City and County of San Francisco, the construction of this trail segment will be dependent upon receipt of a permit from the San Francisco Public Utilities Commission (SFPUC).

Cost: \$1 million (fully funded)

Time Line: The SFPUC is reviewing the project plans prior to issuing a permit. Construction on the project will begin in early 2004 pending receipt of the permit from the SFPUC.

Rank: 4



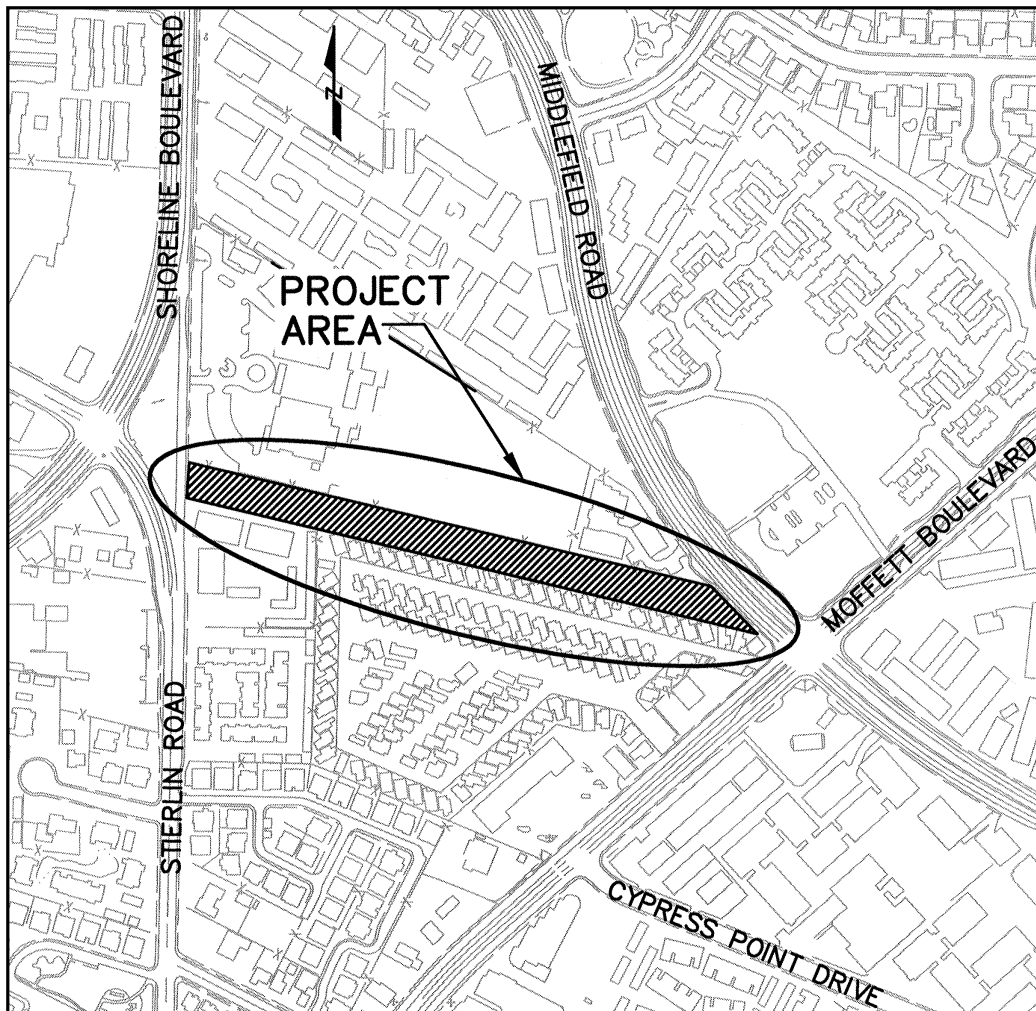
Hetch-Hetchy Trail Between West Middlefield Road and Shoreline Boulevard

Overview: This portion of trail will separate bicycle and pedestrian traffic from Middlefield Road and Shoreline Boulevard. It is approximately 0.25 mile long and will run between West Middlefield Road and Shoreline Boulevard. As this trail segment would be built on lands owned by the City and County of San Francisco, the construction of this trail segment will be dependent upon receipt of a permit from the San Francisco Public Utilities Commission.

Cost: \$1 million (estimated)

Time Line: This project is in the conceptual stage and is not currently funded. As such, a project time line has not been established.

Rank: 5



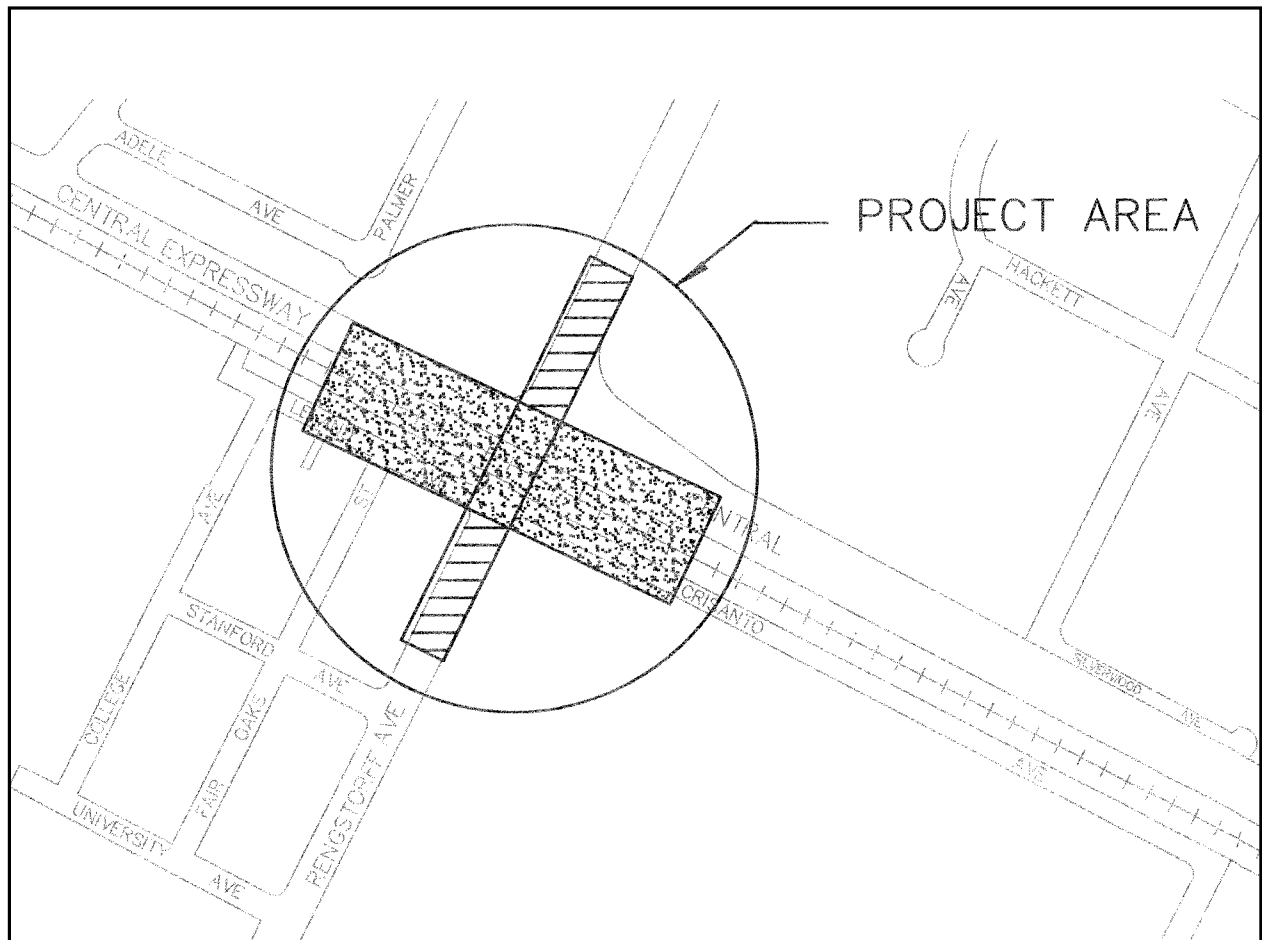
Rengstorff Avenue Grade Separation

Overview: This proposed project will eliminate an at-grade railroad crossing at the intersection of Rengstorff Avenue and Central Expressway. The grade separation will include bike lanes in each direction on Rengstorff Avenue, improving safety and commute times.

Cost: \$30 million to \$100 million (estimated)

Time Line: A feasibility study should be complete within one year. Additional work will be dependent on regional review and funding availability.

Rank: 6

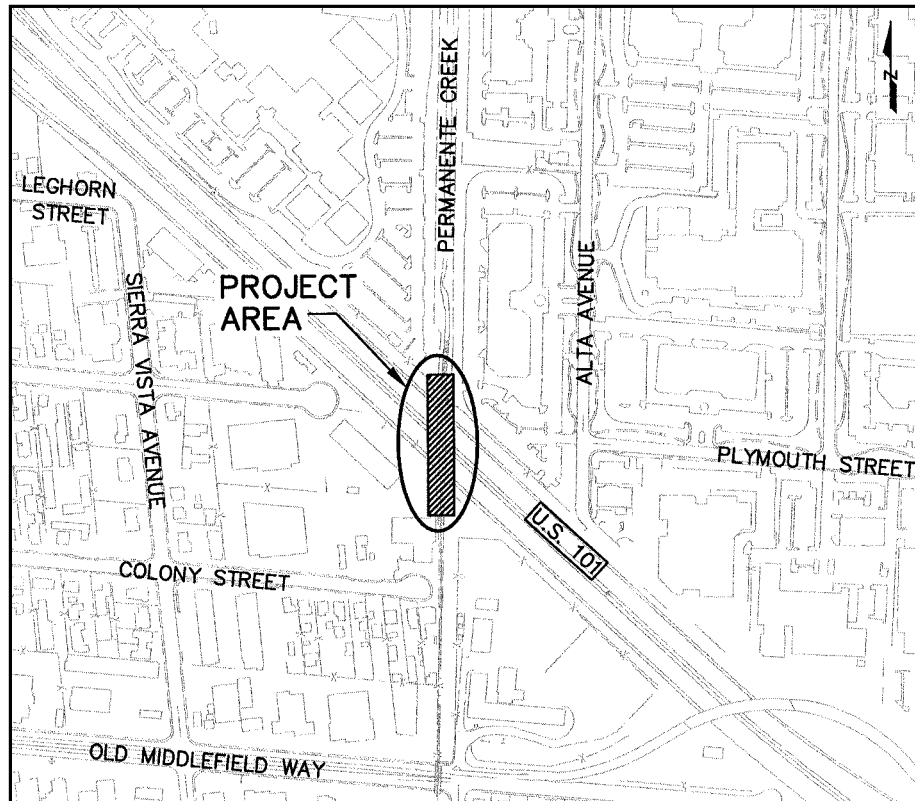


U.S. 101 Overcrossing at Permanente Creek

Overview: This project proposes to construct an overcrossing at Permanente Creek over U.S. 101, extending the Permanente Creek Trail. This trail extension will provide additional access to the North Bayshore Area of Mountain View, Shoreline Park and the Bay Trail.

Cost: \$1.5 million to \$3 million (estimated construction cost only)

Rank: 7



U.S. 101/Rengstorff Area Grade Separation

Overview: This project proposal will create a grade-separated crossing of U.S. 101 in the Rengstorff Avenue area of the City. The proposed grade separation will be for the exclusive use of cyclists and pedestrians to improve safety and increase access to the North Bayshore Area of the City. A project area map is not included as a precise project location has not been identified.

Cost: \$3 million (estimated construction cost only)

Rank: 8

CHAPTER 4: BICYCLE PARKING AND SUPPORT FACILITIES

Providing bicycle parking at convenient locations throughout the City is an important part of a comprehensive bikeway system. Bicycle parking can be found throughout the City at community parks, shopping areas and housing developments. Large concentrations of bicycle parking are also available and can be found at major employers, schools, City parks and City facilities. These locations are shown in Figure 8. There is also a large concentration of bicycle parking facilities in downtown Mountain View, which is described later in this chapter.

Parking Ordinance

Mountain View adopted Parking Ordinance No. 9.96 to establish guidelines for bicycle parking at new developments and redevelopments. These guidelines also apply to building expansions and changes in use. This ordinance ensures future bicycle parking will be located where it is most needed, at the beginning and end of bicycle commute trips. The type and amount of bicycle parking required depends on the development. These regulations are detailed in the Ordinance and the Bicycle Parking Guidelines supplement. Both documents are included in Appendix D. For example, most developments, such as retail stores, corporate offices, shopping centers and restaurants, are required to provide bike parking in an amount equal to 5 percent of vehicle parking spaces. Medical service offices and hotels must set aside 2 percent of vehicle parking spaces while others, such as plant nurseries, require a parking study to determine the amount of spaces needed.

Types of Bicycle Parking

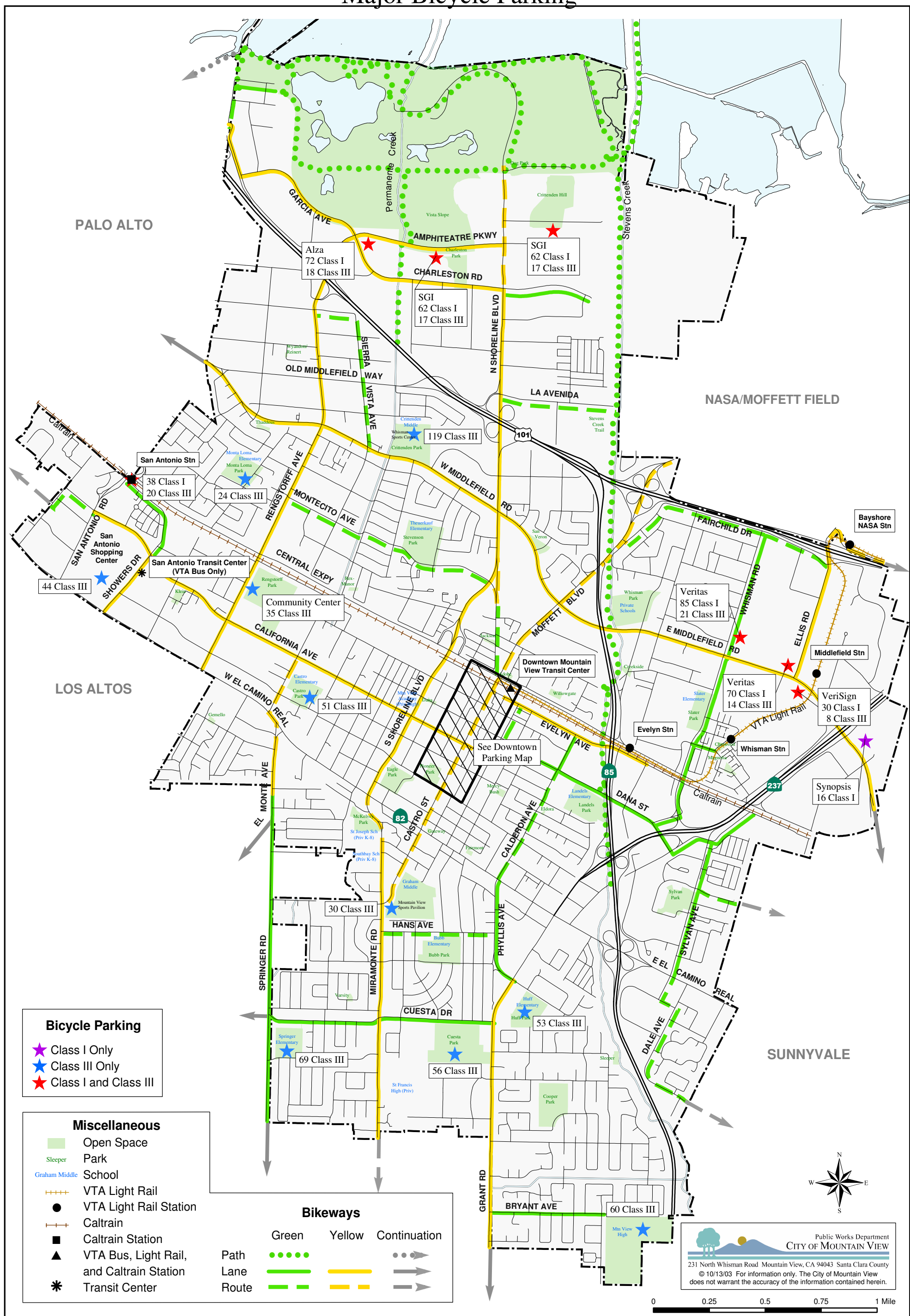
There are three general categories of bicycle parking demand: short-term (one to two hours), long-term (two hours to a full day) and overnight (one night or more). To accommodate each category, three classes of bicycle parking have been identified in the Mountain View Parking Ordinance. Each class has been defined in Section 36.37.100 of the Ordinance as follows:

Figure 8: Bicycle Parking Map

See Map on Next Page

City of Mountain View

Major Bicycle Parking



Class I

Class I bicycle parking is the most secure form of parking and is ideal for both the long-term and overnight user. Class I parking can consist of:

- Bike Lockers. Fully enclosed and weather-resistant space only accessible to the owner/operator of the bicycle. Lockers can be premanufactured or designed for individual sites.
- Restricted Access. Class III bicycle parking located within an interior locked room or a locked enclosure accessible only by the owners/operators of the bicycles contained within.
- Enclosed Cages. An exterior enclosure, with a roof, where the contents are clearly visible from the exterior. The cage can be secured with an owner/operator supplied lock. These types of units can only be used at a retail business or a multi-family development.

Figure 9: Class I Bike Lockers Behind Mountain View City Hall



Class II

Class II parking is designed for both short- and long-term users. Class II parking facilities are designed so the lock is protected from physical assault. An example of this type of parking is seen in Figure 10 below.

Figure 10: Class II "Crankcase" Bike Racks



Class III

Class III parking is designed for short-term bicycle parking and is less secure than either Class I or Class II parking facilities. This type of parking must be within constant visual range of persons within the adjacent structure or located in well-traveled pedestrian areas. Figure 11 on the next page is an example of the Class III City standard Inverted U bike rack.

Figure 11: Decorative Bike Rack at Centennial Plaza



Current Downtown Bicycle Parking

Mountain View has a vibrant downtown with a mix of restaurants and retail situated primarily along Castro Street. It is also located next to the Downtown Mountain View Transit Center, a multi-modal transit hub described in Chapter 2 of this plan.

Class III bike racks have been incorporated on each block of Castro Street and 20 two-bike Class I bike lockers have been placed in many of the adjacent public parking areas. These lockers are owned by and can be rented from the City. Class III bike racks can be used on a first-come, first-served basis. Figure 12 includes a map indicating the locations of bicycle parking in downtown and at the adjacent Transit Center.

Future Downtown Area Bicycle Parking

Any additions to downtown area bicycle parking will be dependant on future usage patterns. When future additions are considered, the installation of bike parking will be regulated by guidelines developed by the Bicycle/Pedestrian Advisory Committee and approved by the City Council. A copy of the guidelines is included in Appendix E.

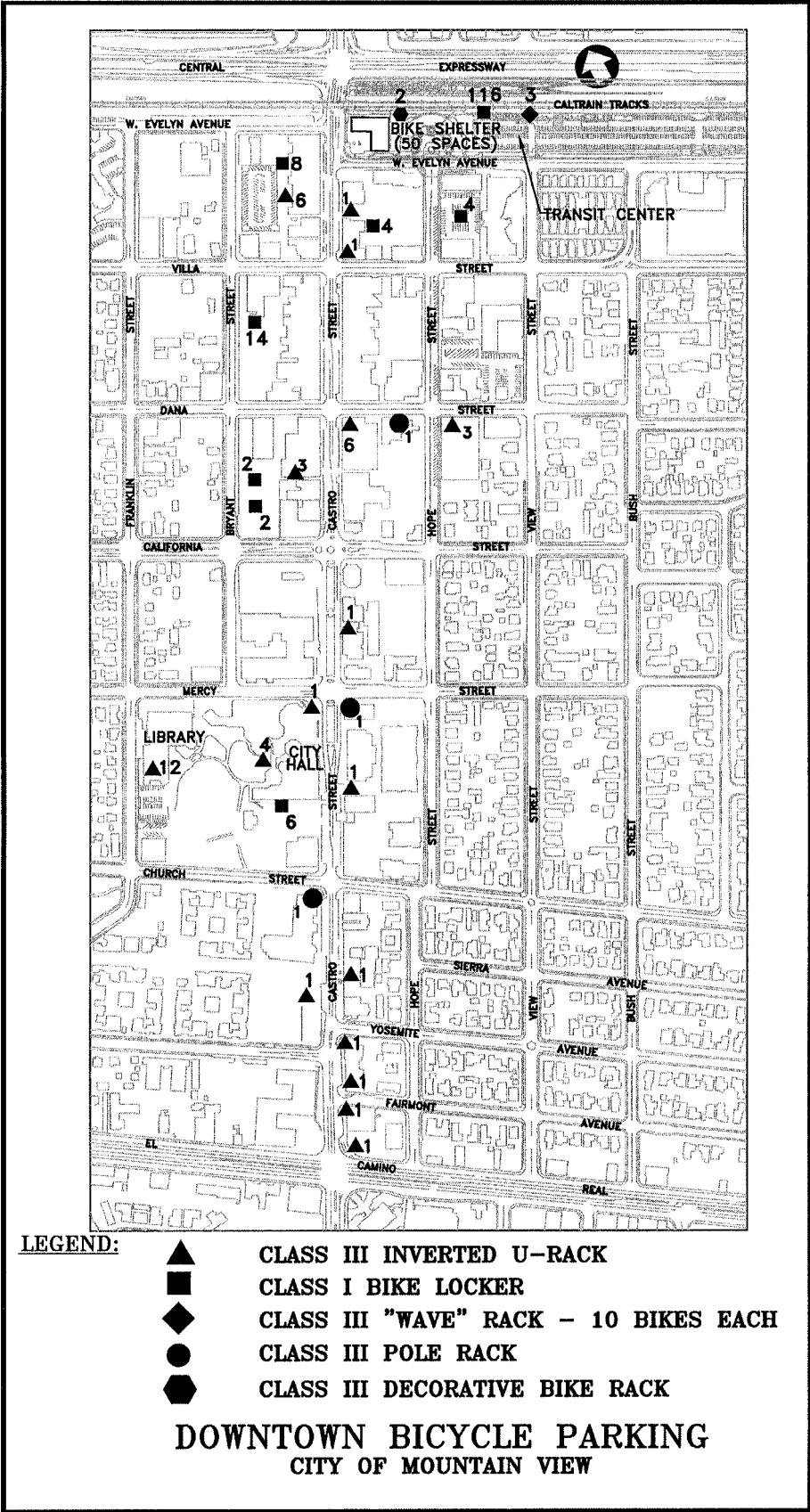
Bike Parking at Multi-Modal Access Points

A Class I bike shelter is located in the Mountain View Train Station Building, adjacent to the Downtown Mountain View Transit Center, described in Chapter 2 of this plan. This bike shelter holds over 40 bikes, on lockable vertical bike racks, in a secured room, which can be accessed only by authorized renters and City staff. These spaces can also be rented through the City.

The Transit Center is also home to several types of Class III bike racks and over 100 Class I bicycle lockers owned by Caltrain. These facilities are noted in Figure 12, the Downtown Bicycle Parking Map.

Bicycle parking is also located at the San Antonio Caltrain Station. Several Class III bike racks and Class I lockers are available in the platform area. The bicycle parking at this station is noted in Figure 8.

Figure 12: Downtown Bicycle Parking Map



Bicycle Support Facilities

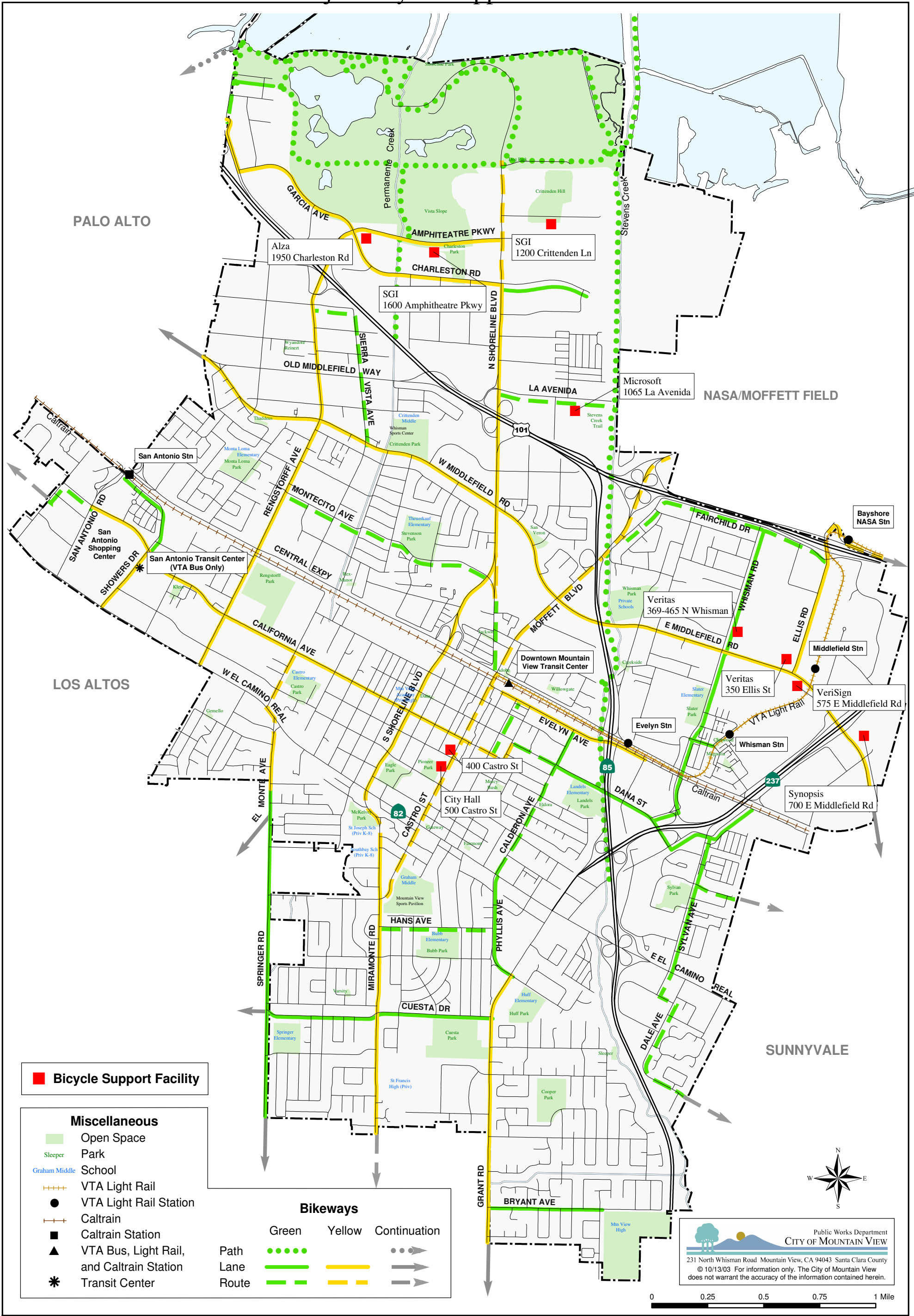
Bicycle support facilities are defined as shower and equipment storage facilities located near bicycle parking. These facilities can be found in City buildings, such as City Hall, and at large employers and have been designed for the exclusive use of employees and not for the general public. These locations are listed in Figure 13. Other employers may also have support facilities not included on the map.

Although the number of known support facilities is currently limited, new developments, with over 200 parking spaces, must incorporate two employee showers and changing facilities into the design. This requirement is applicable to industrial, research and development, corporate offices and similar high employment businesses. These guidelines can be found in Section 36.37.100 of the Parking Ordinance included in Appendix D.

Figure 13: Bicycle Support Facilities Map

See Map on Next Page

City of Mountain View
Major Bicycle Support Facilities



CHAPTER 5: EDUCATION, ENFORCEMENT AND PROMOTION PROGRAMS

Mountain View has developed bicycle education, enforcement and promotion programs to reduce the number of bicycle accidents. In the last five years, 155 bicycle-related accidents were reported to the Mountain View Police Department within the City of Mountain View. Figure 14, on the following page, shows the location and year of each accident from 1997 to 2001.

Current and Past Education Programs

Safe Moves

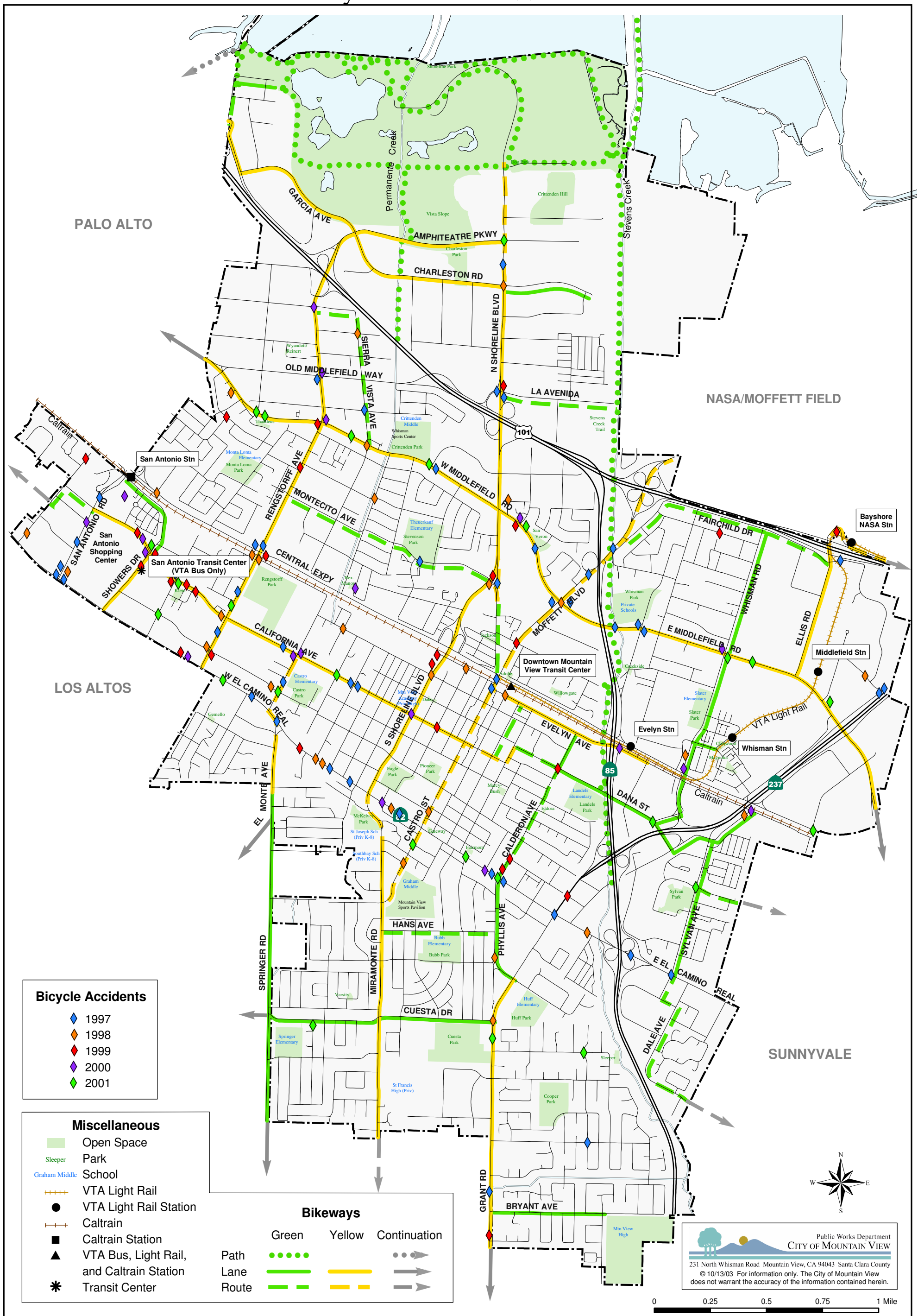
The City recently concluded a grant program with the California Department of Transportation's Office of Traffic Safety. The grant funds were used to contract with Safe Moves to organize and present bicycle education workshops to elementary school children, senior citizens and the community as a whole. Although Safe Moves contacted senior citizen and community groups about possible workshops, they did not receive any responses. The money allocated for those presentations was reprogrammed to fund additional elementary school workshops.

In the four years the program was in effect, Safe Moves conducted over 137 school workshops designed to educate children about the proper use of bicycle safety equipment, proper handling of a bicycle and general vehicle codes relating to riding a bicycle. Safe Moves staff also inspected over 3,000 bike helmets for proper fit and safety. As a result, Safe Moves reported a 35 percent increase in the number of children under 17 who wear a bicycle helmet. Even though the grant has ended, the City may apply for funding in the future due to the past success of this program.

Figure 14: Bicycle Accidents Map

See Map on Next Page

City of Mountain View
Bicycle Accidents 1997-2001



Police Department

The Mountain View Police Department periodically holds general information workshops at elementary schools to inform children about different safety-related issues. Part of the program includes discussion of bicycle safety issues, which include:

- How to safely operate a bicycle.
- Rules of the road.
- The importance of a proper fitting bike helmet.

This program reaches approximately 600 children per year and is expected to continue in the years to come.

Future Education Programs

Future programs need to target a wide range of age groups and the curriculum should include the following elements:

- Pedestrian and bicycle safety training.
- Basic and advanced bicycle handling skills.
- Proper use of bicycle helmets.

To fund any future education program, staff will seek grant funding from the Office of Traffic Safety and other regional, State or national sources.

Enforcement Programs

In the past, the Mountain View Police Department had a separate bicycle enforcement unit where uniformed Police Officers patrolled the community on Police Department-issued bicycles. The unit proved to be an effective education and enforcement tool.

Due to staffing limitations, this program was discontinued. However, all Mountain View Police Officers are trained to enforce bicycle-related Vehicle Code violations.

When appropriate staffing levels are reached, the bicycle enforcement program may be considered again.

Current Promotion Programs

Cycling Events

The City of Mountain View actively promotes local cycling events such as Bike To Work Day through newspaper and television advertisements on the local community cable channel. Staff will also contact event organizers to determine if any additional advertising is needed or if any informational materials, such as bike maps, are desired.

Bike Map

The City makes bike maps available at no cost at community events and public facilities such as the Mountain View Public Library and City Hall. Community groups may also request limited numbers of bike maps for distribution at public and private events.

City-Owned Bicycle Facilities

City-owned bike lockers and the bike shelter at the Downtown Transit Center are marketed through the use of flyers, advertisements placed in local newspapers and advertisements on the local cable channel. Staff has also provided information on City-owned bike facilities to transit operators and bicycle advocacy groups so the information can be included in their respective newsletters.

Future Promotion Programs

Although the outreach programs currently in use have been successful, it is important to consider new approaches. Future programs may include:

- Coordination with the North Bayshore Transportation Management Association and large employers to promote transit incentive programs, including information on cycling.
- Placement of advertisements in local papers promoting cycling events such as Bike To Work Day.

- Articles in the City-owned newsletter, *The View*, to providing general cycling information to residents.
- Working with members of the Bicycle/Pedestrian Advisory Committee to promote cycling.
- Updating the City's web site to add additional information about cycling-related amenities in the City.
- Converting the Bike Map to a digital format to streamline the revision process, reduce printing costs and allow placement on the City's web site.

Future promotional programs will be funded through the operating budget of the department assigned to the campaign. If appropriate grant funding is available, staff will seek those funds.

PS/2/GRAPHICS-PUBLIC WORKS-BICYCLE PLAN-7-03
Bike Plan Body^

APPENDICES

APPENDIX A CALTRANS BICYCLE TRANSPORTATION UNIT GUIDELINES

1. The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from the implementation of the plan. *Estimated number of existing commuters: See Chapter 2, Page 4. Estimated increase: See Chapter 3, Page 12.*
2. A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of neighborhoods, schools, shopping centers, public buildings and major employment centers. *See map on Page 5 and description on Page 4 in Chapter 2.*
3. A map and description of existing and proposed bikeways. *See Chapter 2 for existing bikeway description and Chapter 2, Page 5 for a map. See Chapter 3 for maps and descriptions of proposed bikeway projects.*
4. A map and description of existing and proposed end-of-trip bicycle parking facilities. *See Chapter 4 for the description and Chapter 4, Page 24 for the map.*
5. A map and description of existing and proposed bicycle transport and parking facilities for connections and use of other transportation modes. *See Chapter 2, Page 10 for a description of multi-modal access. See Chapter 4, Page 28 for a description and Pages 24 and 29 for maps of bicycle parking at multi-modal access points.*
6. A map and description of existing and proposed facilities for changing and storing clothes and equipment. *See Chapter 4, Page 30 for a description and Page 31 for a map.*

7. A description of bicycle safety and education programs and efforts by the law enforcement agency within the plan area. *See Chapter 5.*
8. A description of the extent of citizen and community involvement in the development of the plan. *See Chapter 1, Page 3.*
9. A description of how the plan has been coordinated and is consistent with other local or regional plans. *See Chapter 1, Pages 1 through 3.*
10. A description of proposed projects within the plan area and a listing of their priorities for implementation. *See Chapter 3.*
11. A description of past expenditures for bicycle facilities and future financial needs. *See Chapter 2, Page 4 for a description of past expenditures. Future financial needs for proposed projects are described in Chapter 3 and the cost for each proposed project is included in their respective descriptions. Funding for future educational and promotion programs is described in Chapter 5, Pages 32 through 36.*

APPENDIX B CITY COUNCIL RESOLUTION

Certified to be a True Copy of the Original

CITY OF MOUNTAIN VIEW
RESOLUTION NO. 16846
SERIES 2003

Dated: 9/29/03 Patty Jones
Deputy City Clerk

A RESOLUTION APPROVING THE MOUNTAIN VIEW BICYCLE TRANSPORTATION PLAN AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO FORWARD THE PLAN TO THE METROPOLITAN TRANSPORTATION COMMISSION (MTC) AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) FOR REGIONAL AND STATE APPROVAL

WHEREAS, the City of Mountain View wishes to provide a safe, efficient and convenient bicycle network for all cyclists; and

WHEREAS, the Mountain View Bicycle Transportation Plan was developed with this goal in mind; and

WHEREAS, the Mountain View Bicycle/Pedestrian Advisory Committee commented on and recommended approval of this plan; and

WHEREAS, the State Bicycle Transportation Account provides State funding for projects that improve the safety and convenience for bicycle commuters; and

WHEREAS, a local agency must have a current Bicycle Transportation Plan to be eligible for Bicycle Transportation Account funds; and

WHEREAS, the Mountain View Bicycle Transportation Plan complies with California Streets and Highways Code Section 819.2;

NOW, THEREFORE, BE IT RESOLVED that the City of Mountain View:

1. Adopts the Mountain View Bicycle Transportation Plan.
2. Authorizes the City Manager or designee to submit the approved plan to the Metropolitan Transportation Commission (MTC) and the California Department of Transportation (Caltrans) for regional and State approval.

The foregoing Resolution was regularly introduced and adopted at a Regular Meeting of the City Council of the City of Mountain View, duly held on the 16th day of September, 2003, by the following vote:

AYES: Councilmembers Galiotto, Pear, Perry, Stasek, Zoglin and Mayor Kasperzak

NOES: None

ABSENT: Councilmember Neely

NOT VOTING: None

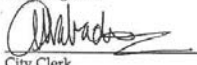
ATTEST:


ANGELITA M. SALVADOR
CITY CLERK

APPROVED:


R. MICHAEL KASPERZAK, JR.
MAYOR

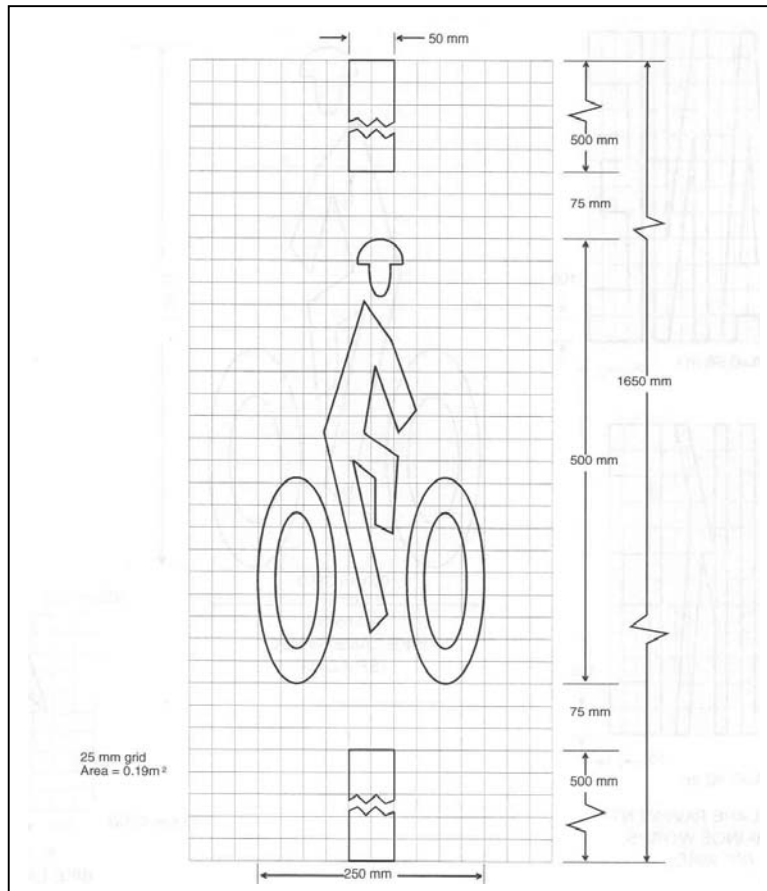
I do hereby certify that the foregoing resolution was passed and adopted by the City Council of the City of Mountain View at a Regular Meeting held on the 16th day of September, 2003, by the foregoing vote.


City Clerk
City of Mountain View

PS/9/RESO/904-08-04-03R-E^

APPENDIX C

BICYCLE LOOP DETECTOR MARKINGS



APPENDIX D
PARKING STANDARDS

PARKING STANDARDS

CITY OF MOUNTAIN VIEW
COMMUNITY DEVELOPMENT DEPARTMENT

ORDINANCE NO. 9.96

AN ORDINANCE AMENDING CHAPTER 36, ARTICLE IV,
SECTION 36.37 OF THE MOUNTAIN VIEW CITY CODE,
CONCERNING PARKING AND LOADING

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES HEREBY
ORDAIN:

Section 1. Zoning Ordinance Amendment. Section 36.37 of Chapter 36,
Article IV, of the Mountain View City Code, concerning parking and loading, is hereby
amended in its entirety, and a new Section 36.37 is added, to read as follows:

"SEC.36.37. Parking and loading.

36.37.010 - Purpose

The purpose of off-street parking and loading standards is to:

- A. Provide sufficient parking, loading and delivery facilities to meet the needs generated by the proposed use;
- B. Provide accessible, attractive, secure, properly lighted and well-maintained and screened off-street parking and loading facilities;
- C. Reduce traffic congestion and hazards;
- D. Encourage the use of alternative modes of transportation by providing for safe, adequate and convenient bicycle and carpool parking;
- E. Protect neighborhoods by providing adequate parking and landscaped buffers;
and
- F. Ensure access and maneuverability for emergency vehicles.

36.37.020 - Applicability

Every permanent use (including a change of use) and every structure shall have permanently maintained off-street parking areas in compliance with the following provisions.

36.37.030 - General Parking Regulations

- A. Expansion of structure, change in use.** When a structure is enlarged or increased in capacity, or when a change in use creates an increase in the required amount of parking, additional parking spaces shall be provided in compliance with the provisions of this Section;
- B. Mixed uses/multiple tenants.** A site or facility proposed for multiple tenants or uses (e.g., a hotel with meeting halls, a building with ground-floor shops and second-floor offices, etc.) shall provide the aggregate number of parking spaces required by Section 36.37.040 (Required Number of Parking Spaces) for each separate use;
- C. Single-family homes.** For each dwelling in any single-family residential zoning district, a garage or carport shall be provided and permanently maintained for parking;
- D. Deferral of parking installation.** For nonresidential developments of 10,000 square feet or more of gross floor area, the Zoning Administrator may approve deferral of one or more required off-street parking spaces to a future date. The applicant shall demonstrate, to the satisfaction of the Zoning Administrator, that the occupant of the subject parcel will not need the required parking spaces and that the area temporarily utilized for landscaping or other aesthetic amenities can, in the future, be used for the required parking spaces. The Zoning Administrator may impose reasonable conditions, including the recordation of a legal agreement which would provide that the landscaping or other amenity is to be removed by the applicant and the required off-street parking spaces are to be installed if they are needed to serve the use(s) on the subject parcel;
- E. Adjacent site access.** Applicants for nonresidential developments should be encouraged to provide cross-access to adjacent nonresidential properties for convenience, safety and efficient circulation of motor vehicles. A Mutual Access Agreement should be executed where cross-access is provided;
- F. Rounding of quantities.** Where the number of required parking spaces results in a fraction of 0.50 or higher, the requirements shall be rounded up to the next whole space;

- G. Parking required by Precise Plans and Parking Overlay Zone.** Parking requirements established in compliance with Section 36.20.040 (Parking Overlay Zone), or Article 36.62 (Precise Plans) shall supersede the provisions of Section 36.37.040 (Number of Parking Spaces Required).

36.37.040 - Number of Parking Spaces Required

Each land use shall provide the minimum number of off-street parking spaces required by this section.

- A. Uses not listed.** Land uses not specifically listed by the following subsection (B), shall provide parking as required by the Zoning Administrator. In determining appropriate off-street parking requirements, the Zoning Administrator shall use the requirements of subsection (B) as a general guide in determining the minimum number of off-street parking spaces necessary to avoid undue interference with public use of streets and alleys.
- B. Parking requirements by land use.** The following minimum number of parking spaces shall be provided for each use:

LAND USE TYPE:		
Manufacturing & Processing	Vehicle Spaces Required	Bicycle Spaces Required
Manufacturing and industrial, general	1 space for each 250 sq. ft. of gross floor area plus 1 space for each vehicle operated in connection with each on-site use.	5% of vehicle spaces.
Recycling facilities	Space shall be provided for the anticipated peak load of customers to circulate, park and deposit recyclable materials. If the facility is open to the public, an on-site parking area shall be provided for a minimum of 10 customers at any one time.	None.
	One employee parking space shall be provided on-site for each commercial vehicle operated by the processing center.	5% of vehicle spaces.
Research and development	1 space for each 300 sq. ft. of gross floor area.	5% of vehicle spaces.

LAND USE TYPE: Recreation, Education, Public Assembly Uses	Vehicles Spaces Required	Bicycle Spaces Required
Child day care		2% of vehicle spaces.
Centers	1 space for each employee, plus 1 space for every 15 children for visitor parking and drop-off areas.	
Large family care homes	1 space for each employee.	
Churches, mortuaries	1 space for each 170 sq. ft. of gross floor area.	5% of vehicle spaces for churches; 2 spaces for mortuaries.
Indoor recreation and fitness centers		5% of vehicle spaces.
Arcades	1 space for each 200 sq. ft. of gross floor area.	
Bowling alleys	Parking study required.	
Dance halls	Parking study required.	None.
Health/fitness clubs	1 space for each 200 sq. ft. of gross floor area.	5% of vehicle spaces.
Libraries and museums	Parking study required.	5% of vehicle spaces.
Membership organizations	1 space for every 3.5 fixed seats.	5% of vehicle spaces.
Pool and billiard rooms	2.5 spaces for each table.	5% of vehicle spaces.
Schools	Parking study required.	Parking study required.
Studios for dance, art, etc.	1 space for each 2 students.	5% of vehicle spaces.
Tennis/Racquetball courts	Parking study required.	5% of vehicle spaces.
Theaters and meeting halls	1 space for every 3.5 fixed seats.	5% of vehicle spaces.

LAND USE TYPE:		
Residential Uses	Vehicle Spaces Required	Bicycle Spaces Required
Companion units	1 space.	None.
Multi-family dwellings	Studio unit - 1.5 spaces per unit, 1 space shall be covered.	5% of vehicle spaces.
	1 bedroom or more - 2 spaces per unit, 1 space shall be covered.	
	Guest parking - 15% of the parking spaces required for the project shall be conveniently located for guest parking. The Zoning Administrator may increase the parking requirement to 2.3 spaces per unit if needed to ensure adequate guest spaces.	5% of vehicle spaces.
Rooming & boarding houses	Parking study required.	Parking study required.
Senior congregate care housing	1.15 spaces per unit; half the spaces shall be covered.	2% of vehicle spaces.
Single-family housing and each dwelling unit in a duplex	2 spaces, 1 of which shall be covered.	None.
Single-room occupancies	1 space per dwelling unit; plus 1 for every nonresident employee. Reduction of up to 0.50 space per unit may be granted through the Conditional Use Permit process.	1 space per 10 units.
Townhouse developments	2 spaces, 1 shall be covered.	1 space per unit.
	Guest parking shall equal in total an additional 0.5 space for each unit, for an aggregate ratio of 2.6 spaces for each unit.	

LAND USE TYPE:		
Retail Trade	Vehicles Spaces Required	Bicycle Spaces Required
Auto, mobile home, vehicle and parts sale	1 space for each 450 sq. ft. of gross floor area for showroom and office, plus 1 space for each 2,000 sq. ft. of outdoor display area, plus 1 space for each 500 sq. ft. of gross floor area for vehicle repair, plus 1 space for each 300 sq. ft. of gross floor area for the parts department.	5% of vehicle spaces.
Furniture, furnishings and home equipment stores	1 space for each 600 sq. ft. of gross floor area.	5% of vehicle spaces.
Plant nurseries	Parking study required.	Parking study required.
Restaurants, cafés, bars, other eating/drinking places		5% of vehicle spaces.
Take-out only	1 space for each 180 sq. ft. of gross floor area.	
Fast food (counter service)	1 space for each 100 sq. ft.; minimum 25 spaces.	
Table service	1 space for each 2.5 seats or 1 space for each 100 sq. ft. of gross floor area, whichever is greater.	
Outdoor seating	1 space for each 2.5 seats.	
Retail stores		5% of vehicle spaces.
General merchandise	1 space for each 180 sq. ft. of gross floor area.	
Warehouse retail	Parking study required.	
Service stations	1 space for each 180 sq. ft. of gross floor area.	None.
Shopping centers	1 space for each 250 sq. ft. of gross floor area.	5% of vehicle spaces.

LAND USE TYPE:		
Service Uses	Vehicles Spaces Required	Bicycle Spaces Required
Banks and financial services	1 space for each 300 sq. ft. of gross floor area, plus one space per ATM.	5% of vehicle spaces.
Hotels and motels	1 space for each guest room, plus 1 space for each 2 employees, plus as required for ancillary uses.	2% of vehicle spaces.
Kennels and animal boarding	Parking study required.	Parking study required.
Medical services		2% of vehicle spaces.
Clinic, offices, labs, under 20,000 sq. ft.	1 space for each 150 sq. ft. of gross floor area.	
Clinics, offices, labs, greater than 20,000 sq. ft.	1 space for each 225 sq. ft. of gross floor area.	
Extended care	1 space for each 3 beds, plus 1 space for each employee.	
Hospitals	1 space for each patient bed.	
Offices, administrative, corporate	1 space for each 300 sq. ft. of gross floor area.	5% of vehicle spaces.
Personal services	1 space for each 180 sq. ft. of gross floor area.	5% of vehicle spaces.
Repair and maintenance - vehicle		
Lube-n-tune	2 spaces per service bay.	None.
Repair garage	5 spaces, plus 1 space for each 200 sq. ft. of gross floor area.	None.
Vehicle washing	Parking study required.	None.
Storage, personal storage facilities	1 space for each 2,000 sq. ft. of gross floor area, plus 2 spaces for any resident manager.	None.
Veterinary clinics and hospitals	1 space for each 200 sq. ft. of gross floor area.	2% of vehicle spaces.
Warehousing	1 space for each 500 sq. ft. of gross floor area, plus 1 space for each company vehicle.	5% of vehicle spaces.

36.37.050 - Reduction of Off-Street Parking Requirements

The Zoning Administrator may grant a reduction in off-street parking requirements in compliance with Article 36.60 (Conditional Use Permits). The applicant shall provide evidence to demonstrate, to the satisfaction of the Zoning Administrator, that changes in conditions or issues justify such reduction and will not result in a parking deficiency.

Shared parking reduction. Nonresidential parking facilities may be shared if multiple uses cooperatively establish and operate the facilities and if these uses generate parking demands primarily during different hours than the remaining uses. The applicant shall apply for a use permit in compliance with Section 36.43 of the City Code and provide documentation (i.e., shared parking use analysis) to the satisfaction of the Zoning Administrator, substantiating the reasons for the requested shared parking reduction. Shared parking may only be approved if:

1. A sufficient number of spaces are provided to meet the maximum cumulative parking demand of the participating uses at any time;
2. Satisfactory evidence, as deemed by the Zoning Administrator, has been submitted by the parties operating the shared parking facility regarding the nature of the uses and the times when the uses operate, so as to demonstrate the lack of potential conflict between them; and
3. Additional documents, covenants, deed restrictions, or other agreements as may be deemed necessary by the Zoning Administrator are executed to ensure that the required parking spaces provided are maintained and used as approved for the life of the nonresidential development.

36.37.060 - Handicapped Parking Requirements

Handicapped parking requirements are established by the State and are contained in the California Code of Regulations, Title 24. State law may be amended from time to time, so reference should be made directly to the California Code of Regulations for standards on the required number, dimensions and location of handicapped parking spaces, signage and related facilities. The Community Development Department will provide information on current requirements and space design upon request.

36.37.070 - Number of Loading Spaces Required

Unless modified/adjusted by the Zoning Administrator in compliance with Article 36.60 (Conditional Use Permits), off-street freight and equipment loading spaces shall be provided for all nonresidential uses. The following minimum number of loading spaces shall be provided for each use unless modified by the Zoning Administrator:

TYPE OF LAND USE	Gross Floor Area	Loading Spaces Required
Commercial, industrial, institutional and service uses	10,000 to 30,000 sq. ft.	1 space
	30,001+ sq. ft.	1 space per each additional 20,000 sq. ft.

Requirements for uses not specifically listed shall be determined by the Zoning Administrator based upon the requirements for comparable uses and upon the particular characteristics of the proposed use, in compliance with Section 36.37.040 (Number of Parking Spaces Required).

36.37.080 - Development Standards for Off-Street Loading

Off-street loading areas shall be provided in the following manner:

- A. **Dimensions.** Required freight and equipment loading spaces shall be not less than 10 feet in width, 25 feet in length, with 12 feet of vertical clearance;
- B. **Lighting.** Loading areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the structure(s). Any illumination, including security lighting, shall be directed away from adjoining parcels and public rights-of-way;
- C. **Location.** Freight and equipment loading spaces shall be located and designed as follows:
 - 1. Next to, or as close as possible to, the main structure;
 - 2. Situated or screened to ensure that the loading facility shall not be visible from any major public rights-of-way;
 - 3. Situated to ensure that all loading and unloading takes place on-site, and in no case within adjacent public rights-of-way, or other traffic areas on-site;

4. Situated to ensure that all vehicular maneuvers occur on-site; and
 5. Situated to avoid adverse noise impacts upon neighboring residential properties.
- D. Screening.** All loading areas abutting residentially zoned parcels shall have a 7-foot high solid architecturally treated decorative masonry wall, approved by the Zoning Administrator, to properly screen the loading area(s). All wall treatments shall occur on both sides;
- E. Security.** All loading facilities shall be designed, constructed and maintained with security as a priority to protect the safety of the users;
- F. Loading doors and gates.** Loading bays and roll-up doors shall generally be located on the rear of the structure. Bays and doors may be located on the side of a building away from a street frontage where it can be demonstrated that the bays, doors, and related trucks will be adequately screened from public view from any street or public right-of-way; and
- G. Striping.** Loading areas shall be striped indicating the loading spaces and identifying the spaces for "loading only." The striping shall be permanently maintained in a clear and visible manner at all times.

36.37.090 - Development Standards for Off-Street Parking

Off-street parking areas shall be provided in the following manner:

- A. Access:**
1. Parking areas shall provide suitable maneuvering room so that all vehicles may enter an abutting street in a forward direction. Single-family homes and duplexes are exempt from this requirement and the Zoning Administrator may approve exceptions for other residential projects; and
 2. No parking space backup area shall occur in the first 20 feet from the street right-of-way and a parking lot entrance or exit.
- B. Commercial vehicle parking.** No commercial vehicle exceeding 8 feet in height and/or 20 feet in combined total length, or towed equipment, shall park between the hours of 6:00 p.m. and 6:00 a.m. on private property (or public rights-of-way within residential zoning districts in compliance with Section 19.79.1 of the City Code, Parking of Certain Commercial Vehicles on Residential Streets Prohibited).

This prohibition shall not apply to construction sites during the construction process or to vehicles in the process of making delivery or pickup.

C. Dimensional Requirements:

1. **General requirements.** Minimum parking stall dimensions shall be 8.5' by 18' except as indicated in the following table and as illustrated by Figure 3-9.

One-Way Traffic and Single-Loaded Aisles			
Parking Angle (degrees)	Stall Depth	Aisle Width (travel lane)	Total Bay Depth
30	17'	14'	31'
45	19'	14'6"	33'6"
60	20'	17'	37'
90	18'	24'	42'
One-Way Traffic and Double-Loaded Aisles			
Parking Angle (degrees)	Stall Depth	Aisle Width (travel lane)	Total Bay Depth
30	17'	14'	48'
45	19'	14'6"	52'6"
60	20'	17'	57'
90	18'	24'	60'
Two-Way Traffic and Double-Loaded Aisles			
Parking Angle (degrees)	Stall Depth	Aisle Width (travel lane)	Total Bay Depth
30	17'	24'	58'
45	19'	24'	62'
60	20'	24'	64'
90	18'	24'	60'

2. **Dimensions for private garages or carports.** A minimum unobstructed inside dimension of 9 feet by 20 feet shall be maintained for a private one-car garage or carport and shall be increased 9 feet in width for each additional

- parking space. The minimum unobstructed ceiling height shall be seven feet six inches (7'6"); and
3. **Parallel parking spaces.** For a parallel space, the minimum width shall be 8 feet and the minimum length shall be 24 feet.
- D. **Drainage.** All required off-street parking/loading areas shall be designed so that surface water will not drain over any sidewalk, or adjacent parcels.
- E. **Driveways.** Driveways providing ingress and egress to off-street parking spaces shall be designed, constructed and maintained as follows:
1. **R1 and R2 zoning districts.** Driveways in the R1 and R2 zoning districts shall have a minimum width of 9 feet, with direct access to at least a one-car garage. The minimum length of a single-family driveway shall be 20 feet measured from the property line to the front of the covered parking space. Where access to a garage, carport or open parking space is perpendicular (90 degrees) to the driveway, a minimum 24-foot deep unobstructed back-out area shall be provided;
 2. **Other zoning districts.** Driveways shall be a minimum width of 12 feet for a one-way driveway and 18 feet for a two-way; and
 3. **Obstructions.** The driveway width shall be maintained free and clear of all obstructions.
- F. **Landscaping.** Required landscaping within the parking area(s), shall be provided as follows, unless otherwise specified in this Chapter:
1. Where parking areas with more than 10 spaces adjoin a public right-of-way, a landscaped planting strip with an average width of 10 feet and no less than 5 feet shall be established and continuously maintained between the public right-of-way and parking area(s). Any planting, sign, or other structures near a driveway shall not exceed 36 inches in height;
 2. Parking areas shall have at least one 15-gallon tree for every three spaces, with some appropriate clustering of trees permitted, and 6-foot by 18-foot projecting landscaped islands generally every 10 parking spaces (see Figure 3-9). Whenever possible, interior parking spaces should have a continuous planter strip 6 feet wide between rows of parking. Where appropriate, provisions shall be made to ensure that adequate pedestrian paths are provided throughout the landscaped areas;

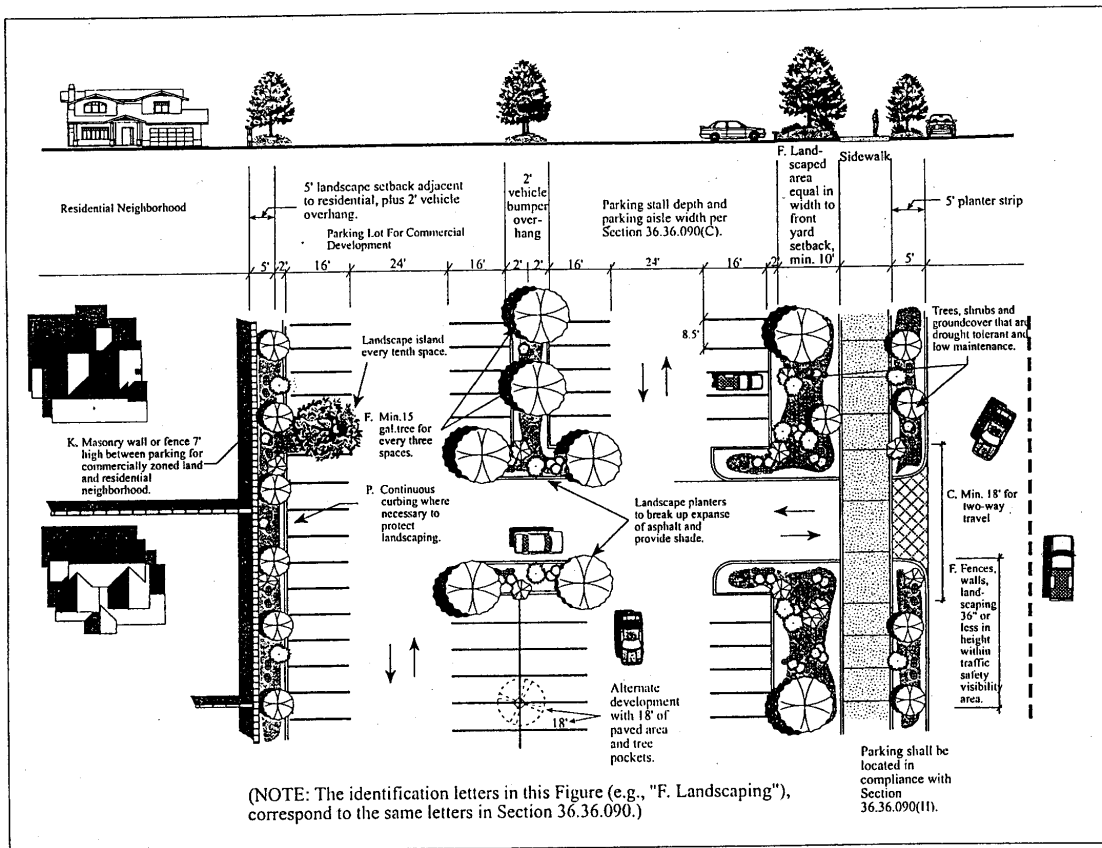


Figure 3-9
PARKING SPACE DESIGN AND LAYOUT

3. Areas in a parking lot not used for driveways, maneuvering areas, parking spaces or walks shall be permanently landscaped with suitable materials and permanently maintained in compliance with a program submitted by the applicant and approved by the Zoning Administrator;
4. All landscaped areas shall be bordered by a concrete curb that is at least 6 inches high and 6 inches wide; and
5. To increase the parking lot landscaped area, a maximum of 2 feet of the parking stall depth may be landscaped with low-growth, hearty materials in lieu of asphalt, allowing a bumper overhang while maintaining the required parking dimensions.

- G. Lighting.** Parking areas shall have lighting capable of providing adequate illumination for security and safety. Lighting standards shall be energy-efficient and in scale with the height and use of the on-site structure(s). Any illumination, including security lighting, shall be directed away from adjoining properties and public rights-of-way in compliance with Sections 8.242 and 8.252 of the City Code.
- H. Location of required parking spaces.** All parking spaces shall be located on the same parcel as the primary structure or use, unless approved otherwise by the Zoning Administrator. The Zoning Administrator may approve a portion or all of the required off-street spaces to be located on a parcel that adjoins the parcel containing the primary structure or use. This approval shall be based on accessibility to the primary structure or use and the use and development of the adjacent parcel.

The applicant shall provide evidence, to the satisfaction of the Zoning Administrator, that a suitable long-term lease or other legal agreement can be executed and recorded which would guarantee that the parcel containing the primary structure or use has the irrevocable right to utilize the adjacent parcel for parking.

- I. Maintenance.** All required parking facilities shall be permanently maintained, free of litter and debris, potholes, obstructions and stored material.
- J. Recreational vehicle parking - Residential.** Recreational vehicle parking shall be in compliance with Section 19.111 of the City Code (Regulation of Storage or Parking of Vehicles in Residential Areas).
- K. Screening.** Commercial/industrial and public parking areas abutting residentially zoned parcels shall have an acoustically designed 7-foot high wood or decorative masonry wall, to properly screen the parking area(s), subject to approval by the Zoning Administrator, who may waive or modify this requirement to protect the views of adjacent residences. All wall treatments shall occur on both sides.
- L. Security.** All parking facilities shall be designed, constructed and maintained with security as a priority to protect the safety of the users.

- M. Striping.** Parking stalls shall be identified by 4-inch wide stripes of paint, or other durable striping material approved by the Zoning Administrator, on the parking lot surface. All parking stalls shall be clearly outlined with double stripes (see Figure 3-11, Parking Stall Striping), except parallel spaces which may be marked with single lines.
- N. Tandem parking.** Tandem parking shall not be permitted to satisfy off-street parking requirements except where appropriate for developments of single- or two-family units, and then only when the tandem space is behind the covered space serving the same unit, subject to the approval of the Zoning Administrator.
- O. Wheel stops/curbing.** Continuous concrete curbing at least 6 inches high and 6 inches wide shall be provided for all parking spaces located adjacent to walls, fences, property lines and structures and be located at least 2 feet from those structures. All parking lots shall have continuous curbing at least 6 inches high and 6 inches wide around all parking areas and aisle planters.

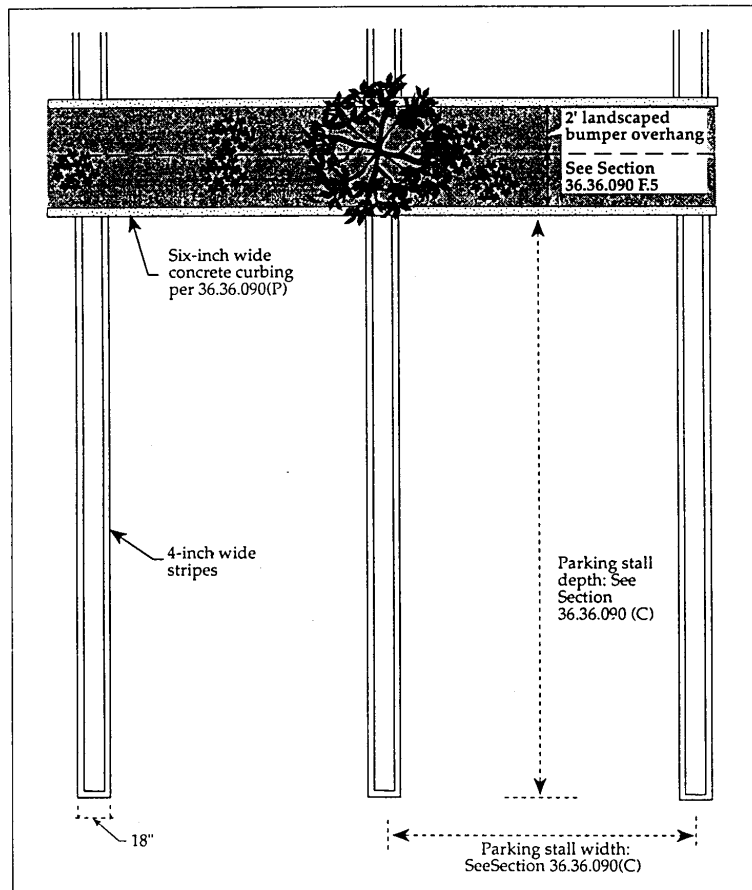


Figure 3-11
PARKING STALL STRIPING

SEC. 36.37.100 - Bicycle Parking Standards

Bicycle parking facilities shall be provided in compliance with this section and the *Bicycle Parking Guidelines* provided by the department.

A. Classification of bicycle parking facilities:

1. **Class I facilities.** Intended for long-term parking (e.g., for employees); protects against theft of entire bicycle and of its components and accessories. The facility shall also protect the bicycles from inclement weather, including wind-driven rain. Three design alternatives for Class I facilities are as follows:
 - a. **Bicycle locker.** A fully enclosed, weather-resistant space accessible only by the owner or operator of the bicycle. Bicycle lockers may be premanufactured or designed for individual sites. All bicycle lockers shall be fitted with key locking mechanisms. This is the preferred Class I facility;
 - b. **Restricted access.** Class III bicycle parking facilities located within an interior locked room or locked enclosure accessible by key only to the owners or operators of the bicycles parked within. The maximum capacity of each restricted room or enclosure shall be 10 bicycles; and
 - c. **Enclosed cages.** An exterior enclosure for individual bicycles, where contents are visible from the sides but the top is covered, and which can be securely locked by a user-provided lock. This type of facility is only to be used for retail and service uses and multiple-family development.

Class I facilities other than lockers, restricted access rooms or enclosed cages, but providing the same level of security, may be approved by the Zoning Administrator. A written building management policy of permitting bicycles to be stored in private offices, or in designated areas within the structure where adequate security is provided, may be approved by the Zoning Administrator as an alternative to Class I facilities.

2. **Class II and Class III facilities.** Intended for short-term parking (e.g., for shoppers, visitors). A stationary object to which the user can lock the frame and both wheels. Should be protected from weather whenever possible. The Zoning Administrator may require either a Class II or Class III facility depending on where the facilities are to be located.
 - a. Class II facilities are designed so that the lock is protected from physical assault and, therefore, the facility need not be within constant visual

range. A Class II rack shall accept padlocks and high security U-shaped locks.

- b. Class III facilities are less secure and, therefore, shall be within constant visual range of persons within the adjacent structure or located in well-traveled pedestrian areas.

B. Bicycle parking design standards:

1. Class I(b), Class II and Class III facilities shall provide at least a 24-inch clearance from the centerline of each adjacent bicycle, and at least 18 inches from walls or other obstructions;
2. An aisle or other space shall be provided for bicycles to enter and leave the facility. This aisle shall have a width of at least 5 feet to the front or the rear of a standard 6-foot bicycle parked in the facility;
3. Class I facilities at employment sites shall be located near the structure entrances used by employees;
4. Class II or Class III facilities intended for customers or visitors shall be located near the main structure used by the public;
5. Paving of bicycle parking areas is required;
6. Convenient access to bicycle parking facilities shall be provided. Where access is via a sidewalk or pathway, curb ramps shall be installed where appropriate;
7. Lighting shall be provided in all bicycle parking areas. In both exterior and interior locations, lighting of not less than 1 footcandle of illumination at ground level shall be provided; and
8. The Zoning Administrator shall have the authority to review the design of all bicycle parking facilities required by this Section with respect to safety, security and convenience. The Zoning Administrator shall consider the *Bicycle Parking Guidelines* in determining the type, location and design of bicycle parking facilities.

C. Number and type of bicycle spaces required. The following standards shall apply:

1. **Number of bicycle parking spaces.** The number of bicycle parking spaces required is determined by Section 36.37.040 (Number of Parking Spaces Required); and
2. **Class of bicycle parking spaces.** The Zoning Administrator may require that a certain percentage of the spaces be Class I, Class II or Class III depending on the potential users. The Zoning Administrator shall use the *Bicycle Parking Guidelines* in determining the appropriate proportions of each class.

D. Showers and changing room standards. Two employee shower and changing room facilities, one each for male and female employees, shall be provided for any new structure constructed or for any addition to or enlargement of, any existing structure requiring over 200 employee parking spaces. This requirement is applicable to industrial, research and development, corporate office and similar high employment businesses. The floor area used for shower and changing rooms shall be not be included in the calculations for floor area ratio limits.

SEC. 36.37.110 - Nonconforming Parking Areas

Any automobile or bicycle parking facilities lawfully existing on the effective date of this ordinance shall be "grandfathered" and may continue pursuant to Sec. 36.28, "Continuing existing uses," of the Zoning Chapter of the Mountain View Municipal Code except that parking required for additions and expansions of existing buildings and changes in land use shall comply with all provisions of this Article."

Section 2. The provisions of this ordinance shall be effective thirty (30) days from and after the date of its adoption.

Section 3. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the other remaining portions of this ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional.

Section 4. Pursuant to Section 522 of the Mountain View City Charter, it is ordered that copies of the foregoing proposed ordinance be posted at least two (2) days prior to its adoption in three (3) prominent places in the City and that a single publication be

made to the official newspaper of the City of a notice setting forth the title of the ordinance, the date of its introduction and a list of the places where copies of the proposed ordinance are posted.

The foregoing ordinance was regularly introduced at the Adjourned Regular Meeting of the City Council of the City of Mountain View, duly held on the 27th day of August, 1996, and thereafter adopted at the Regular Meeting of said Council, duly held on the 10th day of September, 1996, by the following roll call vote:

AYES: Councilmembers Bonnell, Cochran, Figueroa, Kleitman, Lewis,
Takahara and Mayor Faravelli

NOES: None

ABSENT: None

NOT VOTING: None

ATTEST:

APPROVED:

KATHERINE B. KOLIOPOULOS
CITY CLERK

RALPH FARAVELLI
MAYOR

I do hereby certify that the foregoing ordinance was passed and adopted by the City Council of the City of Mountain View at _____ meeting held on the _____ day of _____ by the foregoing vote, and was published in the _____ by reference on the _____ day of _____ and posted in three prominent places in said City.

City Clerk
City of Mountain View

ORDINANCE NO. 13.96

AN ORDINANCE AMENDING CHAPTER 36, ARTICLE IV, SECTION 36.37
OF THE MOUNTAIN VIEW CITY CODE,
CONCERNING BICYCLE PARKING REQUIREMENTS
FOR MULTI-FAMILY DEVELOPMENT

THE CITY COUNCIL OF THE CITY OF MOUNTAIN VIEW DOES HEREBY
ORDAIN:

Section 1. Section 36.37 of Chapter 36, Article IV, of the Mountain View City Code, concerning bicycle parking requirements for multi-family dwellings, is hereby amended to increase the requirement to 1 space per unit and will read as follows:

"SEC. 36.37.040. Number of parking spaces required.

Each land use shall provide the minimum number of off-street parking spaces required by this Section.

[* * *]

B. Parking requirements by land use. The following minimum number of parking spaces shall be provided for each use:

LAND USE TYPE: [* * *] Residential Uses	Vehicle Spaces Required	Bicycle Spaces Required
Multi-family dwellings	Studio unit—1.5 spaces per unit; 1 space shall be covered.	1 space per unit. (refer to Section 36.37.100.A.1.)
	1 bedroom or more —2 spaces per unit; 1 space shall be covered.	
 [* * *]	Guest parking—15 percent of the parking spaces required for the project shall be conveniently located for guest parking. The Zoning Administrator may increase the parking requirement to 2.3 spaces per unit if needed to ensure adequate guest spaces.	1 space per 10 units.

Section 2. Section 36.37 of Chapter 36, Article IV, of the Mountain View City Code, concerning Class I bicycle parking requirements for multi-family dwellings, is hereby amended to expand Class I facilities to include a written management policy allowing bicycle storage within a dwelling unit and to read as follows:

"SEC. 36.37.100. Bicycle parking standards.

Bicycle parking facilities shall be provided in compliance with this Section and the *Bicycle Parking Guidelines* provided by the Department.

A. Classification of bicycle parking facilities:

1. Class I facilities. Intended for long-term parking (e.g., for employees); protects against theft of entire bicycle and of its components and accessories. The facility shall also protect the bicycles from inclement weather, including wind-driven rain. Three design alternatives for Class I facilities are as follows:

a. Bicycle locker. A fully enclosed, weather-resistant space accessible only by the owner or operator of the bicycle. Bicycle lockers may be premanufactured or designed for individual sites. All bicycle lockers shall be fitted with key locking mechanisms. This is the preferred Class I facility;

b. Restricted access. Class III bicycle parking facilities located within an interior locked room or locked enclosure accessible by key only to the owners or operators of the bicycles parked within. The maximum capacity of each restricted room or enclosure shall be 10 bicycles; and

c. Enclosed cages. An exterior enclosure for individual bicycles, where contents are visible from the sides but the top is covered, and which can be securely locked by a user-provided lock. This type of facility is only to be used for retail and service uses and multiple-family development.

Class I facilities other than lockers, restricted access rooms or enclosed cages, but providing the same level of security, may be approved by the zoning administrator. A written building management policy of permitting bicycles to be stored in private offices or multi-family dwellings (including apartments, townhomes and condominiums), or in designated areas within the structure where adequate security is provided, may be approved by the Zoning Administrator as an alternative to Class I facilities.

["* * *"]

Section 3. The provisions of this ordinance shall be effective thirty (30) days from and after the date of its adoption.

Section 4. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be unconstitutional, such decision shall not affect the validity of the other remaining portions of this ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause or phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional.

Section 5. Pursuant to Section 522 of the Mountain View City Charter, it is ordered that copies of the foregoing proposed ordinance be posted at least two (2) days prior to its adoption in three (3) prominent places in the City and that a single publication be made to the official newspaper of the City of a notice setting forth the title of the ordinance, the date of its introduction, and a list of the places where copies of the proposed ordinance are posted.

The foregoing ordinance was regularly introduced at the Regular Meeting of the City Council of the City of Mountain View, duly held on the 12th day of November, 1996, and thereafter adopted at the Adjourned Regular Meeting of said Council, duly held on the 26th day of November, 1996, by the following roll call vote:

AYES: Councilmembers Bonnell, Cochran, Figueroa, Kleitman, Lewis, Takahara and Mayor Faravelli

NOES: None

ABSENT: None

NOT VOTING: None

ATTEST:

APPROVED:

KATHERINE B. KOLIOPOULOS
CITY CLERK

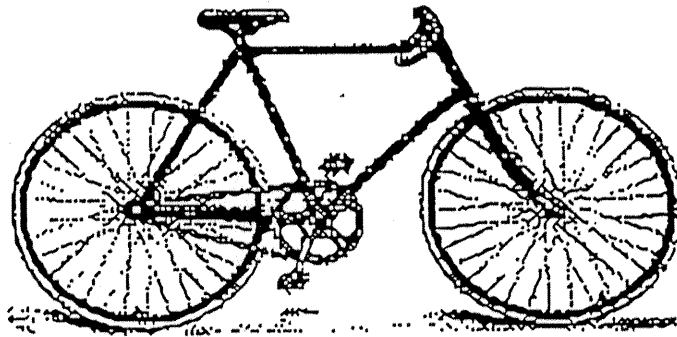
RALPH FARAVELLI
MAYOR

I do hereby certify that the foregoing ordinance was passed and adopted by the City Council of the City of Mountain View at an Adjourned Regular Meeting held on the 26th day of November, 1996, by the foregoing vote, and was published in the San Jose Post Record by reference on the 22nd day of November, 1996, and posted in three prominent places in said City.

City Clerk
City of Mountain View

City of Mountain View

BICYCLE PARKING GUIDELINES



July 30, 1996

Bicycle Parking Guidelines

Adopted July 30, 1993

Design and Location

1. Bicycle parking facilities and access aisles should be designed such that columns, walls, or other obstructions do not interfere with normal bicycle parking maneuvers and with parked bicycles.
2. Parking facilities should support bicycles in a stable position without damage to wheels, frame, paint, or components.
3. Bicycle and vehicle parking areas should be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by vehicles.
4. Where bicycle parking areas are not clearly visible to approaching bicyclists, signs should be posted to direct cyclists to the facilities.
5. Class I facilities should be identified by a sign of a minimum of twelve inches by twelve inches in size to identify the area for bicycle parking and to give the name, phone number or location of the person in charge of the facility.
6. Where Class I parking required by this chapter is provided by restricted access parking, the sign should state that the bicycle enclosure shall be kept locked at all times.
7. In multiple-family developments, the Class I bicycle parking and required storage area for each dwelling unit may be combined into one locked multi-use storage facility provided that the total space requirement shall be the sum of the requirements for each use computed separately.
8. In multiple-family residential development, a common locked garage area with Class II bicycle parking facilities shall be deemed a restricted access facility provided the garage is accessible only to residents of the units using the garage.
9. For individual uses in the Downtown Parking Assessment District, the City may choose to fulfill requirements for bicycle parking facilities by providing spaces within District parking lots and garages and in other public areas.

10. For uses fronting on Castro Street (both within and outside the Downtown Parking Assessment District), the City may choose to provide the short-term bicycle parking facilities in order to provide consistency in type and location of bike racks throughout the downtown. The City has selected a Class III rack for use in the downtown area.
11. Class I facilities shall generally have key locking mechanisms and sturdy construction that will accept a least a three-eighths inch diameter padlock.

Class of Facilities

1. A combination of long-term (Class I) and short-term (Class II/III) facilities should be provided. The following table lists the recommended proportions of Class I and Class II/III facilities for each land use.
2. When Class II/III is listed, either one may be used, unless the bike parking is not within constant visual range from buildings or passers-by. In the latter case, Class II must be used because it provides a higher level of security.

Type of Required Bike Parking

Land Use	Bicycle Parking Requirement (Class)
Animal Care Facilities	80% - I 20% - II/III
Auto Sales	20% - I 80% - II/III
Banks, Financial Services	40% - I 60% - II-III
Business and Professional Offices	80% - I 20% - II/III
Business & Trade Schools	50% - I 50% - II/ III
Community Facilities (swim, tennis clubs, golf course, community center)	20% - I 80% - II/III or as adjusted by the Zoning Administrator
Convalescent Facilities	20% - I 80% - II/III
Churches	20% - I 80% - II/III
Child Care Facilities, Residential Care Homes	100% - II/III

Type of Required Bike Parking

Land Use	Bicycle Parking Requirement (Class)
Commercial Recreation (bowling alleys, skating rinks, video arcades)	20% - I 80% - II/III or as adjusted by the Zoning Administrator
Hospitals	60% - I 40% - II/III
Hotels	40% - I 60% - II/III
Manufacturing	80% - I 20% - II/III
Medical and Dental Offices	60% - I 40% - II/III
Mortuaries	100% - II/III
Multiple-family Residential Guest Parking	100% - I 100% - III
Personal services	100% - I
Private Clubs, Lodges, Fraternal Organizations	20% - I 80% II/III

Type of Required Bike Parking

Land Use	Bicycle Parking Requirement (Class)
Restaurants	40% - I 60% - II/III
Research and Development	80% - I 20% - II-III
Retail	20% - I 80% - II/III
Schools and Educational Facilities	100% II/III
Shopping center	40% - I 60%- II/III
Warehousing, Wholesale Establishments	80% - I 20% - II/III

Note: When both Class II and III are listed, either one may be used unless the bike parking is not within constant visual range from buildings or in well-traveled pedestrian areas, in which case Class II must be used.

APPENDIX E

BICYCLE RACK PLACEMENT GUIDELINES

The recommended criteria for the placement of bicycle racks are as follows:

- Bicycle racks should not be placed in bus stop zones.
- Bicycle racks should be placed a minimum of 5' from a crosswalk.
- Bike racks should be placed a minimum of 4' from street furniture.
- Bike racks should be located outside the typical pedestrian travel path, with additional room for bicyclists to maneuver outside the pedestrian way (sidewalk).
- Bike racks should be located at a sufficient distance from motor vehicles to prevent damage to parked bicycles and motor vehicles.
- The pedestrian or sidewalk should allow a minimum of 6' and an optimum of 10' for pedestrian travel.
- Bicycle racks should be placed 2' from the curb or aligned with street trees.
- Bicycle racks must be in a visible, well-lit location for security.
- Bicycle racks should be placed at least 3' from fire hydrants and not obstruct them.
- Bicycle racks should not obstruct current or future sidewalk cafés and may be removed if a business establishes a sidewalk café.
- Bicycle racks should not obstruct dumpster enclosures.
- The proposed bike rack site(s) should be within the City right-of-way.
- The downtown business operating next to the proposed racks should agree to the installation of the bike rack.

APPENDIX F BIBLIOGRAPHY

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Regional Bicycle Plan: 2001 Regional Transportation Plan For The San Francisco Bay Area, Metropolitan Transportation Commission, 2001.

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Santa Clara County Trails Master Plan, Santa Clara County, 1995.

Sunnyvale Bicycle Plan, City of Sunnyvale, 1993.

PS/2/GRAPHICS-PUBLIC WORKS-BICYCLE PLAN-7-03
Appendices^